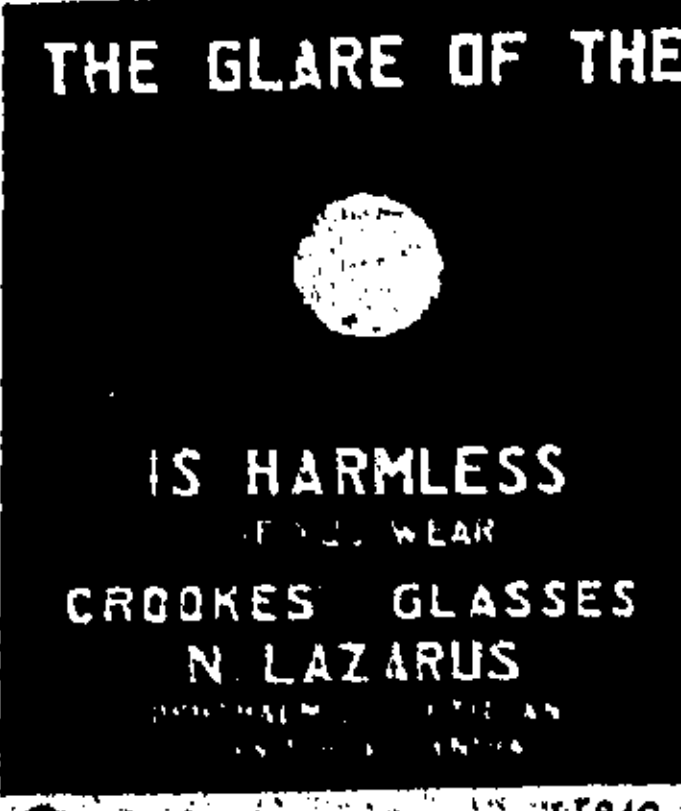




Hongkong Daily Press.

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.



No. 19,038

號八卅零千九萬一第

日六初月五年未己

HONGKONG, TUESDAY, JUNE 3RD, 1919.

二拜禮

號三月六年八國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 90 lbs. net.
SHEWAN TOMES & Co.,
General Managers. [60]

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DRACKENSTEIN
and
JAGGER CUP

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[15]

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NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.

**THE HONGKONG SPORTING ARMS
AND AMMUNITION STORE,**
Nos. 5-6, Beaconsfield Arcade.

[17]

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19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE
Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

Telephone 1219.

[78]

PEAK TRAMWAY COMPANY

LIMITED

TIME-TABLE

WEEK DAYS	WEEK DAYS
7.00 a.m. to 8.00 a.m. Every 15 minutes	7.00 a.m. to 8.00 a.m. Every 15 minutes
8.00 " " " " " " " " " " " "	8.00 " " " " " " " " " " " "
9.00 " " " " " " " " " " " "	9.00 " " " " " " " " " " " "
10.00 " " " " " " " " " " " "	10.00 " " " " " " " " " " " "
11.00 " " " " " " " " " " " "	11.00 " " " " " " " " " " " "
12.00 noon to 1.00 p.m. Every 15 minutes	12.00 noon to 1.00 p.m. Every 15 minutes
1.00 " " " " " " " " " " " "	1.00 " " " " " " " " " " " "
2.00 " " " " " " " " " " " "	2.00 " " " " " " " " " " " "
3.00 " " " " " " " " " " " "	3.00 " " " " " " " " " " " "
4.00 " " " " " " " " " " " "	4.00 " " " " " " " " " " " "
5.00 " " " " " " " " " " " "	5.00 " " " " " " " " " " " "
6.00 " " " " " " " " " " " "	6.00 " " " " " " " " " " " "

NIGHT CARS.

12.50 p.m., 9.00 p.m., 9.30 p.m.

9.30 p.m. to 11.30 p.m. Every 30 minutes

11.45 p.m.

SATURDAY.

Extra Car—12.00 Midnight.

SUNDAY.

WEEK DAYS	WEEK DAYS
7.30 a.m. to 10.30 a.m. Every 15 minutes	7.30 a.m. to 10.30 a.m. Every 15 minutes
10.30 " " " " " " " " " " " "	10.30 " " " " " " " " " " " "
11.30 " " " " " " " " " " " "	11.30 " " " " " " " " " " " "
12.30 noon to 1.00 p.m. Every 15 minutes	12.30 noon to 1.00 p.m. Every 15 minutes
1.00 " " " " " " " " " " " "	1.00 " " " " " " " " " " " "
2.00 " " " " " " " " " " " "	2.00 " " " " " " " " " " " "
3.00 " " " " " " " " " " " "	3.00 " " " " " " " " " " " "
4.00 " " " " " " " " " " " "	4.00 " " " " " " " " " " " "
5.00 " " " " " " " " " " " "	5.00 " " " " " " " " " " " "
6.00 " " " " " " " " " " " "	6.00 " " " " " " " " " " " "

NIGHT CARS.

As on Week Days.

SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Vaux Road Central.
Season and punch tickets available for all
cars not already full running at the time
stated in the Company's Office. No season
tickets can be obtained on application
at the Company's Office. No season
tickets will be issued until payment therefor
has been made in Cash, Notes or by Cheque
or by Order of a Bank or by Order of a
Representative Bank.
JOHN D. HUMPHREYS & SONS,
General Managers.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7th, 1918, until further notice.

DOWN TRAINS.

Station	No. 1 Through Express P.M.	No. 2 Local P.M.	No. 3 Through Express A.M.	No. 4 Local A.M.	No. 5 Through Express P.M.	No. 6 Local P.M.	No. 7 Through Express A.M.	No. 8 Local A.M.	No. 9 Through Express P.M.	No. 10 Local P.M.	No. 11 Through Express A.M.	No. 12 Local A.M.	No. 13 Through Express P.M.	No. 14 Local P.M.	No. 15 Through Express A.M.	No. 16 Local A.M.
CLAYTON (Pal Sea Pier)	dep.	7.30	1.35	1.35	dep.	2.30	7.30	1.35	1.35	dep.	2.30	7.30	1.35	1.35	dep.	2.30
SEASIDE (Long Beach Pier)	dep.	7.45	1.45	1.45	dep.	2.45	7.45	1.45	1.45	dep.	2.45	7.45	1.45	1.45	dep.	2.45
Shum Chan	dep.	10.35	2.00	2.00	dep.	3.00	10.35	2.00	2.00	dep.	3.00	10.35	2.00	2.00	dep.	3.00
Harbourfront	dep.	10.40	2.05	2.05	dep.	3.05	10.40	2.05	2.05	dep.	3.05	10.40	2.05	2.05	dep.	3.05
Pulling	dep.	2.08	2.13	2.13	dep.	3.08	2.08	2.13	2.13	dep.	3.08	2.08	2.13	2.13	dep.	3.08
Tycho Mart	dep.	2.12	2.17	2.17	dep.	3.12	2.12	2.17	2.17	dep.	3.12	2.12	2.17	2.17	dep.	3.12
Tycho Mart	dep.	2.16	2.21	2.21	dep.	3.16	2.16	2.21	2.21	dep.	3.16	2.16	2.21	2.21	dep.	3.16
Tycho Mart	dep.	2.20	2.25	2.25	dep.	3.20	2.20	2.25	2.25	dep.	3.20	2.20	2.25	2.25	dep.	3.20
Shatin	dep.	2.24	2.29	2.29	dep.	3.24	2.24	2.29	2.29	dep.	3.24	2.24	2.29	2.29	dep.	3.24
Yuenan	dep.	2.28	2.33	2.33	dep.	3.28	2.28	2.33	2.33	dep.	3.28	2.28	2.33	2.33	dep.	3.28
Yuenan	dep.	2.32	2.37	2.37	dep.	3.32	2.32	2.37	2.37	dep.	3.32	2.32	2.37	2.37	dep.	3.32
Yuenan	dep.	2.36	2.41	2.41	dep.	3.36	2.36	2.41	2.41	dep.	3.36	2.36	2.41	2.41	dep.	3.36
Yuenan	dep.	2.40	2.45	2.45	dep.	3.40	2.40	2.45	2.45	dep.	3.40	2.40	2.45	2.45	dep.	3.40
Yuenan	dep.	2.44	2.49	2.49	dep.	3.44	2.44	2.49	2.49	dep.	3.44	2.44	2.49	2.49	dep.	3.44
Yuenan	dep.	2.48	2.53	2.53	dep.	3.48	2.48	2.53	2.53	dep.	3.48	2.48	2.53	2.53	dep.	3.48
Yuenan	dep.	2.52	2.57	2.57	dep.	3.52	2.52	2.57	2.57	dep.	3.52	2.52	2.57	2.57	dep.	3.52
Yuenan	dep.	2.56	3.01	3.01	dep.	3.56	2.56	3.01	3.01	dep.	3.56	2.56	3.01	3.01	dep.	3.56
Yuenan	dep.	3.00	3.05	3.05	dep.	4.00	3.00	3.05	3.05	dep.	4.00	3.00	3.05	3.05	dep.	4.00
Yuenan	dep.	3.04	3.09	3.09	dep.	4.04	3.04	3.09	3.09	dep.	4.04	3.04	3.09	3.09	dep.	4.04
Yuenan	dep.	3.08	3.13	3.13	dep.	4.08	3.08	3.13	3.13	dep.	4.08	3.08	3.13	3.13	dep.	4.08
Yuenan	dep.	3.12	3.17	3.17	dep.	4.12	3.12	3.17	3.17	dep.	4.12	3.12	3.17	3.17	dep.	4.12
Yuenan	dep.	3.16	3.21	3.21	dep.	4.16	3.16	3.21	3.21	dep.	4.16	3.16	3.21	3.21	dep.	4.16
Yuenan	dep.	3.20	3.25	3.25	dep.	4.20	3.20	3.25	3.25	dep.	4.20	3.20	3.25	3.25	dep.	4.20
Yuenan	dep.	3.24	3.29	3.29	dep.	4.24	3.24	3.29	3.29	dep.	4.24	3.24	3.29	3.29	dep.	4.24
Yuenan	dep.	3.28	3.33	3.33	dep.	4.28	3.28	3.33	3.33	dep.	4.28	3.28	3.33	3.33	dep.	4.28
Yuenan	dep.	3.32	3.37	3.37	dep.	4.32	3.32	3.37	3.37	dep.	4.32	3.32	3.37	3.37	dep.	4.32
Yuenan	dep.	3.36	3.41	3.41	dep.	4.36	3.36	3.41	3.41	dep.	4.36	3.36	3.41	3.41	dep.	4.36
Yuenan	dep.	3.40	3.45	3.45	dep.	4.40	3.40	3.45	3.45	dep.	4.40	3.40	3.45	3.45	dep.	4.40
Yuenan	dep.	3.44	3.49	3.49	dep.	4.44	3.44	3.49	3.49	dep.	4.44	3.44	3.49	3.49	dep.	4.44
Yuenan	dep.	3.48	3.53	3.53	dep.	4.48	3.48	3.53	3.53	dep.	4.48	3.48	3.53	3.53	dep.	4.48
Yuenan	dep.	3.52	3.57	3.57	dep.	4.52	3.52	3.57	3.57	dep.	4.52	3.52	3.57	3.57	dep.	4.52
Yuenan	dep.	3.56	4.01	4.01	dep.	4.56	3.56	4.01	4.01	dep.	4.56	3.56	4.01	4.01	dep.	4.56
Yuenan	dep.	4.00	4.05	4.05	dep.	5.00	4.00	4.05	4.05	dep.	5.00	4.00	4.05	4.05	dep.	5.00
Yuenan	dep.	4.04	4.09	4.09	dep.	5.04	4.04	4.09	4.09	dep.	5.04	4.04	4.09	4.09	dep.	5.04
Yuenan	dep.	4.08	4.13	4.13	dep.	5.08	4.08	4.13	4.13	dep.	5.08	4.08	4.13	4.13	dep.	5.08
Yuenan	dep.	4.12	4.17	4.17	dep.	5.12	4.12	4.17	4.17	dep.	5.12	4.12	4.17	4.17	dep.	5.12
Yuenan	dep.	4.16	4.21	4.21	dep.	5.16	4.16	4.21	4.21	dep.	5.16	4.16	4.21	4.21	dep.	5.16
Yuenan	dep.	4.20	4.25	4.25	dep.	5.20	4.20	4.25	4.25	dep.	5.20	4.20	4.25	4.25	dep.	5.20
Yuenan	dep.	4.24	4.29	4.29	dep.	5.24	4.24	4.29	4.29	dep.	5.24	4.24	4.29	4.29	dep.	5.24
Yuenan	dep.	4.28	4.33	4.33	dep.	5.28	4.28	4.33	4.33	dep.	5.28	4.28	4.33	4.33	dep.	5.28
Yuenan	dep.	4.32	4.37	4.37	dep.	5.32	4.32	4.37	4.37	dep.	5.32	4.32	4.37	4.37	dep.	5.32
Yuenan	dep.	4.36	4.41	4.41	dep.	5.36	4.36	4.41	4.41	dep.	5.36	4.36	4.41	4.41	dep.	5.36
Yuenan	dep.	4.40	4.45	4.45	dep.	5.40	4.40	4.45	4.45	dep.	5.40	4.40	4.45	4.45	dep.	5.40
Yuenan	dep.	4.44	4.49	4.49	dep.	5.44	4.44	4.49	4.49	dep.	5.44	4.44	4.49	4.49	dep.	5.44
Yuenan	dep.	4.48	4.53	4.53	dep.	5.48	4.48	4.53	4.53	dep.	5.48	4.48	4.53	4.53	dep.	5.48
Yuenan	dep.	4.52	4.57	4.57	dep.	5.52	4.52	4.57	4.57	dep.	5.52	4.52	4.57	4.57	dep.	5.52
Yuenan	dep.	4.56	5.01	5.01	dep.	5.56	4.56	5.01	5.01	dep.	5.56	4.56	5.01	5.01	dep.	5.56
Yuenan	dep.	5.00	5.05	5.05	dep.	6.00	5.00	5.05	5.05	dep.	6.00	5.00	5.05	5.05	dep.	6.00
Yuenan	dep.	5.04	5.09	5.09	dep.	6.04	5.04	5.09	5.09	dep.	6.04	5.04	5.09	5.09	dep.	6.04
Yuenan	dep.	5.08	5.13	5.13	dep.	6.08	5.08	5.13	5.13	dep.	6.08	5.08	5.13	5.13	dep.	6.08
Yuenan	dep.	5.12	5.17	5.17	dep.	6.12	5.12	5.17	5.17	dep.	6.12	5.12	5.17	5.17	dep.	6.12
Yuenan	dep.	5.16	5.21	5.21	dep.	6.16	5.16	5.21	5.21	dep.	6.16	5.16	5.21	5.21	dep.	6.16
Yuenan	dep.	5.20	5.25	5.25	dep.	6.20	5.20	5.25	5.25	dep.	6.20	5.20	5.25	5.25	dep.	6.20
Yuenan	dep.	5.24	5.29	5.29	dep.	6.24	5.24	5.29	5.29	dep.	6.24	5.24	5.29	5.29	dep.	6.24
Yuenan	dep.	5.28	5.33	5.33	dep.	6.28	5.28	5.33	5.33	dep.	6.28	5.28	5.33	5.33	dep.	6.28
Yuenan	dep.	5.32	5.37	5.37	dep.	6.32	5.32	5.37	5.37	dep.	6.32	5.32	5.37	5.37	dep.	6.32
Yuenan	dep.	5.36	5.41	5.41	dep.	6.36	5.36	5.41	5.41	dep.	6.36	5.36	5.41	5.41	dep.	6.36
Yuenan	dep.	5.40	5.45	5.45	dep.	6.40	5.40	5.45	5.45	dep.	6.40	5.40	5.45	5.45	dep.	6.40
Yuenan	dep.	5.44	5.49	5.49	dep.	6.44	5.44	5.49	5.49	dep.	6.44	5.44	5.49	5.49	dep.	6.44
Yuenan	dep.	5.48	5.53	5.53	dep.	6.48	5.48	5.53	5.53	dep.	6.48	5.48	5.53	5.53	dep.	6.48
Yuenan	dep.	5.52	5.57	5.57	dep.	6.52	5.52	5.57	5.57	dep.	6.52	5.52	5.57	5.57	dep.	6.52
Yuenan	dep.	5.56	6.01	6.01	dep.	6.56	5.56	6.01	6.01	dep.	6.56	5.56	6.01	6.01	dep.	6.56
Yuenan	dep.	6.00	6.05	6.05	dep.	7.00	6.00	6.05	6.05	dep.	7.00	6.00	6.05	6.05	dep.	7.00
Yuenan	dep.	6.04	6.09	6.09	dep.	7.04	6.04	6.09	6.09	dep.	7.04	6.04	6.09	6.09	dep.	7.04
Yuenan	dep.	6.08	6.13	6.13	dep.	7.08	6.08	6.13	6.13	dep.	7.08	6.08	6.13	6.13	dep.	7.08
Yuenan	dep.	6.12	6.17	6.17	dep.	7.12	6.12	6.17	6.17	dep.	7.12	6.12	6.17	6.17	dep.	7.12
Yuenan	dep.	6.16	6.21	6.21	dep.	7.16	6.16	6.21	6.21	dep.	7.16	6.16	6.21	6.21	dep.	7.16
Yuenan	dep.	6.20	6.25	6.25	dep.	7.20	6.20	6.25	6.25	dep.	7.20	6.20	6.25	6.25	dep.	7.20
Yuenan	dep.	6.24	6.29	6.29	dep.	7.24	6.24	6.29	6.29	dep.	7.24	6.24	6.29	6.29	dep.	7.24
Yuenan	dep.	6.28	6.33	6.33	dep.	7.28	6.28	6.33	6.33	dep.	7.28	6.28	6.33	6.33	dep.	7.28
Yuenan	dep.	6.32	6.37	6.37	dep.	7.32	6.32	6.37	6.37	dep.	7.32	6.32	6.37	6.37	dep.	7.32
Yuenan	dep.	6.36	6.41	6.41	dep.	7.36	6.36	6.41	6.41	dep.	7.36	6.36	6.41	6.41	dep.	7.36
Yuenan	dep.	6.40	6.45	6.45	dep.	7.40	6.40	6.45	6.45	dep.	7.40	6.40	6.45	6.45	dep.	7.40
Yuenan	dep.	6.44	6.49	6.49	dep.	7.44	6.44	6.49	6.49	dep.	7.44	6.44	6.49	6.49	dep.	7.44
Yuenan	dep.	6.48	6.53	6.53	dep.	7.48	6.48	6.53	6.53	dep.	7.48	6.48	6.53	6.53	dep.	7.48
Yuenan	dep.	6.52	6.57	6.57	dep.	7.52	6.52	6.57	6.57	dep.	7.52	6.52	6.57	6.57	dep.	7.52
Yuenan	dep.	6.56	7.01	7.01	dep.	7.56	6.56	7.01	7.01	dep.	7.56	6.56	7.01	7.01	dep.	7.56
Yuenan	dep.	7.00	7.05	7.05	dep.	8.00	7.00	7.05	7.05	dep.	8.00	7.00	7.05	7.05	dep.	8.00
Yuenan	dep.	7.04	7.09	7.09	dep.	8.04	7.04	7.09	7.09	dep.	8.04	7.04	7.09	7.09	dep.	8.04
Yuenan	dep.	7.08	7.13	7.13	dep.	8.08	7.08	7.13	7.13	dep.	8.08	7.08	7.13	7.13	dep.	8.08
Yuenan	dep.	7.12	7.17	7.17	dep.	8.12	7.12	7.17	7.17	dep.	8.12	7.12	7.17	7.17	dep.	8.12
Yuenan	dep.	7.16	7.21	7.21	dep.	8.16	7.16	7.21	7.21	dep.	8.16	7.16	7.21	7.21	dep.	8.16
Yuenan	dep.	7.20	7.25	7.25	dep.	8.20	7.20	7.25	7.25	dep.	8.20	7.20	7.25	7.25	dep.	8.20
Yuenan	dep.	7.24	7.29	7.29	dep.	8.24	7.24	7.29	7.29	dep.	8.24	7.24	7.29	7.29	dep.	8.2

For all festive occasions
the
VICTROLA

furnishes the music you want most at the moment—
stirring marches, patriotic songs by noted artists,
dance music by the leading dance orchestras
all the world's choicest music by the world's
greatest vocalists and instrumentalists.
Come in to-day, ask for a demonstration, and
select your Victrola.

PRICES from \$49.50

2% discount for cash with order.

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Exclusive Agents.

**SPECIAL NOTICE**

We have just received a consignment of
"Mattamac" Waterproofs

and amongst them are several which have become
slightly stained in transit.

These we are offering at

\$11.00 each**MACKINTOSH**

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Men's Wear Specialists.

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of distinction

Well-known for their flavour and aroma.

THE EGYPTIAN FAVOURITES

Theodore Vailadis'

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Hotel Mansions.

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"LA MINERVA" CIGARS.**PERFECTOS**

In Boxes of 25

\$2.50 per box.

A Cigar of full flavour and
attractive shape, covered with the
finest Sumatra Leaf.

Sold by—

LANE, CRAWFORD & CO.**COLONEL JOHN WARD, M.P.
A STRAIGHT TALK TO RUSSIAN
WORKMEN.**

Colonel John Ward, M.P., recently
addressed some candid observations to a
gathering of Russian Railway workmen
at Innokentevskaya. These men had
achieved an unenviable reputation by
means of their attitude, and have done
more than any other workmen to ruin
Russia by the way they have delayed
transport. The speech is translated from
a Russian organ as follows:

My friends, I wish to say a few words
to you or the past misfortunes of my
country and more particularly to dwell
on your present misfortunes.
England, just like Russia, in its time
experienced a period of revolution. I
will not describe to you these experiences
in detail, I will only say one thing: order
was not attained until all citizens had
gathered round their government and
until every citizen had begun honourably
to fulfil his duty. The same thing is hap-
pening in Russia. The most ideal Gov-
ernment is not in a position to do any-
thing for the country, so long as in its
ranks there are shouts of "Long live the
Revolution!"

To me personally the meaning of this
exclamation is altogether unintelligible.
It seems to me that it is just the same,
as if I, seeing my own house on fire, and
everything necessary for my existence
being destroyed, should begin to dance
around my burning home and to exclaim
"Long live the fire! Long live the in-
fortune that has overtaken me!"

If I should act thus, would you not,
my friends, call me mad? I am obliged
to tell you that every revolution is no-
thing else than a catastrophe for the
country, since it proves that there was
something wrong in the state, and as soon
as the chief object of the revolution has
been obtained, it is the duty of every
well-conducted citizen—immediately, with-
out delay, to put an end to the state of
anarchy, in order that the order that the
situation should not fall into a worse.
You should all work in an amiable
spirit, not allowing the state to decay
or to split up. Not only the prolongation
of destruction, of harmful and un-
meaning work, but also delay may leave
the whole country into disaster and
inflict upon it countless miseries.

I fully understand how vagabonds,
criminals and sluggards can cry out with
joy—"Long live disorder! Long live
destruction!" because that is profitable
for them: a disorganized government can
neither arrest nor punish criminals at a
time of general disorder, and they, the
outcasts of society, the scum of the State,
amid a deafening uproar of a State tum-
bling to ruin, steal, murder and outrage
with impunity.

But when people, used from childhood
to honest work and living till their old
age without reproach imitate the same
behaviour, cannot explain this phenom-
enon in any other way than by a lack
of understanding as to how dangerous it
is to the State in general and themselves
in particular.

Now, when the sad condition of your
country become daily more strongly
marked, when a whole chain of provinces
and districts is ravaged by epidemics,
you can easily discern your mistakes and
your duty—to use every endeavour that
these mistakes should be rectified as soon
as possible. In your hands lies the most
important help that can be rendered to
the State—transport.

Without transport a State cannot
exist at all even in times of peace. And
now when it is struggling with all its
power to get on its feet again, to restore
and repair all the destruction caused by
two years of distress, it would be sense-
less and criminal on the part of any
honourable citizen not to help his father-
land with all the means in his power.

Just as the Russian national army is
training all its powers in order to defeat
the enemy, so your government is work-
ing to conduct the country on the path
of law and order, so you, railway workers
and servants, ought to regard your duties
with the greatest seriousness and do your
utmost that the immense business con-
centrated in your hands should streng-
then and develop to the good of Russia.
If you knew how little was necessary for
this! It is only necessary that each of
you should say to himself the follow-
ing:

To-day I did what I ought to have
done, as a workman fulfilling his ap-
pointed task, and also this additional
work, this will be my voluntary task as a
citizen for the bettering of the general
conditions in my fatherland.

And so every day, every month, until
the State has recovered from the misfor-
tunes that have overtaken it and has
found it possible, generously to pay for
every trifling work in such a
manner, and you will be surprised how
quickly your prosperity will improve.

We, English workmen, understood
many years ago that our severance
from the general interests of the State
was our ruin and the ruin of our coun-
try, and, on the other hand, the personal
interest of each of us in the prosperity
of the nation is the security of its all and
the strength and success of our country.
You are many. Each screw, every nail,
driven by the several workers with zeal
and love represents the immediate part
you take in building up the enormous
State-machine.

Criticism is good, a splendid thing in
the life of every man. But, do not fall
into a grave error. Criticise severely and
according to your conscience, yourself,
your failings and actions, not your
neighbour's. Every day account to your-
self a judge of them: This is very easy
to do. All that is necessary is a little
training. I promised the Dictator to
travel along the line and call you all to
zealous work. I have the promise of the
Dictator that he will give special atten-

(Continued at foot of next column.)

**THE VOLCANIC ERUPTION
IN JAVA.
DETAILS OF THE GREAT
CATASTROPHE.**

The following additional particulars
of the eruption at Kiloet, already re-
ported in our columns, are taken from our
Straits contemporaries:

BATAVIA, May 20th.

A volcano at Kiloet in the residency of
Kediri, in the island of Java, started
erecting last night at one o'clock. The
railway station of Bitar and the sur-
roundings are now buried under a layer
of hot mud and lava, one metre thick.
In several places ashes are raining down
and it is pitch dark. Railway com-
munications, telegraph communications
and telephone communications with Bitar
and its environs are entirely cut off.
The population is disquieted, but so far there
have been no personal accidents.

BATAVIA, May 23rd.

Latest reports show that the catastro-
phe caused by the eruption of the Kiloet
volcano is enormous and exceeds the
worst expectations. In one district only
there are 4,000 dead and 12,000 missing.
The lava stream was in some places as
broad as seven kilometres. Many hun-
dreds of "bahoes" in cultivated areas were
razed to the ground and numerous vil-
lages were swept away. Innumerable
damages were caused to plantations, build-
ings and cattle.

About twelve Europeans are among the
dead. Many military parties have start-
ed for the ravaged regions with assist-
ance.

The Straits Times says:—Important
information has been brought by a Java
official which supplements the infor-
mation conveyed over the wire regarding the
losses resulting from the eruption.

Apart from the awful and regrettable loss
of life, the number of which he confirms,
the official went on to state that the
destruction of 40,000 acres of rice land
must be regarded as almost a catastrophe,
in view of the shortage of rice in these
parts of the world, and which it will
naturally tend to accentuate. Considerable
damage has also resulted, by the eruption,
to sugar plantations in the south-east
part of the island, and which, if no rain
falls, will be rendered useless. Fortu-
nately the area under sugar is scat-
tered all over Java thereby rendering the
damage to sugar of small account, though
the percentage affected will fall hard on
many people. The large sugar, tobacco
and fibre plantations of the Handover,
enging have been seriously damaged, and
the loss to the company is estimated at a
large figure. Coffee and rubber planta-
tions in the Kediri district have also been
destroyed in some places—though the
acreage destroyed is said to be small as
compared to those of other products.

Apparently there was no particular
warning of the eruption, but it is an in-
teresting fact, which later on may be
found to have some relation to this out-
burst, that on April 30th the Colombo
seismological apparatus registered a very
severe earthquake shock, the focus of
which was estimated to be about 2,000
miles away, a distance which would bring
it within this area of Java.

Fifty thousand lives are reported to have
been lost through the eruption of the Kiloet
volcano, a mountain peak some 4,000 feet
in height, notable for its activities. In
the last century alone its record is as fol-
lows:—In 1825 a serious outbreak took
place, and in 1835 a slight outbreak.

Thirteen years later, in 1848, a very seri-
ous eruption occurred. This was fol-
lowed, sixteen years later (1864) by one still
more serious. On January 29th, 1877,
many people lost their lives through the
overflow of the Kiloet lake. On the night
of May 29th, a heavy eruption took place,
accompanied by an overflow of the Kiloet
lake. In 1897 the engineer Hugo Cool,
brother of the well-known "Vouter Cool,"
examined the bed of the lake, and made
soundings of its depths. A few years
ago, a dike was built so that the waters
could be diverted. Three years later, Dr.
van Benelen sailed on the lake, and found
that its greatest depth was 125 metres.

It was here that the eruption of 1901 occur-
ed. Mr. Homow van der Heide also
explored the lake which has been quiet
since 1901. Every week an engineer of
the B.O.W. takes the temperature of the
waters. No warning of the eruption was
given by any rising of this temperature.

The outbreak came suddenly, as it gen-
erally does in the case of Kiloet. The
mountain is practically in the centre
of what may be regarded as the most
volcanic island in the region in the
world. It is said that Java has one hun-
dred and twenty-five volcanoes from east
to west, about a score of which are still
or have within recent years been active,
most with disastrous results.

40,000,000 YARDS OF LINEN.

Forty million surplus yards of linen
in the possession of the Ministry of
Munitions have been the subject of a
question in the House of Commons.

Lieut.-Col. Malone asked the names of
the contractors from whom the Depart-
ment bought linen, and the price per
yard.

Mr. Kellaway said there were 137 con-
tractors. The price at the time of the
armistice ranged from 1s. 8d. to 3s. 6d.
per yard. A considerable quantity was
being disposed of by auction.

Mr. McVeagh: How many million
yards were over-ordered?

Mr. Kellaway: 40,000,000.

Mr. McVeagh: What price is being ob-
tained for it?

Mr. Kellaway: I could not give the
prices offhand, but the price which has
been offered by the contractor is about
1s. per yard.

tion to the situation of the workers and
do everything possible to improve the
conditions of your life. I shall make to
the Dictator a faithful report of all that
I hear and see on my journey. But I
warn you that my words will be of little
avail, if they are not supported by your
deeds. When I tell the Government that
the railway workers are worthy of these
rights, for which I shall plead, I wish
to have the right to add that they also
perform their duties splendidly. You
yourself understand that he who does
not perform his duties can have no
rights.

**BOYCOTT OF JAPANESE
AT SHANGHAI.
GUILD ORGANIZATIONS UTILIZED.
"MUTUAL ESPIONAGE."**

The Chinese reporter of the N.Y.
Daily News, writing on May 28th, says:—
The Chinese merchants and artisans
have been quietly perfecting their
organizations for the boycott of Japanese.

Their task can be more easily accom-
plished by reason of the existence of trade
guilds, as for thousands of years each
trade and craft has had its own organiza-
tion through which decisions for united
action have been made and enforced.

Several salient features in connexion
with the present movement may be em-
phasized.

First, all Chinese admit the justice of
our foreign friends laughing at our short-
lived enthusiasm, especially do they feel
the smart of the sarcastic and venomous
editorial made by a certain class of
Japanese that "A Chinese patriotic out-
burst has seldom lasted more than five
minutes, and that it will cool down as
soon as any of their private interests are
or appear to be, in danger." Therefore,
most if not all Chinese, whether taking
any actual part or not in this action, are
resolved to make their best endeavour to
ensure that the present boycott shall be
quarantined and effective. With this object
in view, in addition to the usual absten-
tion from transacting business with the
Japanese, the hongs and factories, follow-
ing the initiative of certain well-known
Chinese firms, have adopted a system of
"mutual espionage" on a more or less
practical basis, and any breach of the
boycott resolution passed by the trade
guild concerned entails a heavy penalty,
usually the infliction of a fine. However,
regulative the average Chinese, who re-
gards friendship as one of the "five
sacred human relationships," may
instinctively feel regarding the "espion-
age" idea, he is persuaded to sacrifice his
scruples, because our greatest and com-
mon interest, namely, our national wel-
fare, is now at stake.

HUNT FOR SUBSTITUTES.

Then, instead of blindly continuing
their boycott movement for a short time,
until their hopes were dashed to pieces
when they perceived the utter defeat of
the movement through people being unable
to carry on without "things Japanese,"
they are now working hard to produce or
find Chinese substitutes. In this regard,
the manufacturers and the merchants are
working hand in hand. They have even
not forgotten to advise their countrymen
to make certain sacrifices, such as that
the producer, and the distributor shall
cut down their prices as low as possible,
the purchasers to pay a little more for
Chinese goods.

ACTIVE PROPAGANDA.

Thirdly, in order to prevent trouble
and afford any pretext to the Japanese
to make complaint against them, lectur-
ers have been appointed and easy-lan-
guage pamphlets and circulars issued to
explain to the common people the pur-
pose of this movement, how absolutely
important it is for them to avoid all acts
of violence and rowdiness, and how to
proceed if they wish to help to bring this
campaign to a successful issue.

As most of the schools have suspended
work on account of a strike declared by
the Students' Union, the older boys and
girls who have received a comparatively
more advanced education and who possess
a certain degree of linguistic and orator-
ical ability, are now entrusted with
the work of lecturing. Behind this
energetic campaign, may be found some
of the best and most enlightened Chinese
in the capacity of advisers. Most Chi-
nese seem to believe that the boycott will
this time prove effective and durable.

The Shanghai Students' Union has
issued a third manifesto explaining the
reason for the students' strike and calling
for the support of their fellow-country-
men.

**"THE ROMANCE OF TARZAN"
THE "CORONET'S" GREAT
ATTRACTION.**

The management of the "Coronet
Theatre" screened the famous National
Film Corporation's picture "The
Romance of Tarzan"—the sequel to
"Tarzan of the Apes"—last night, and
crowds were present at both perform-
ances. This picture, in the filming of
which four months were taken, presents
the concluding chapters of "Tarzan of
the Apes" by Edgar Rice Burroughs.

Unusual expense and care was entailed
in reproducing the jungle atmosphere of
the African Gold Coast, wherein many
of the most thrilling incidents of the big
outdoor drama transpire.

A section of Southern California was
for the time being transformed into a
jungle that might have been calculated
to mislead the late Henry M. Stanley,
himself, could that great explorer of the
"dark continent" have been present to
render judgment on the success of the
facsimile. Several acres of real tropical
jungle were located on the outskirts of
San Diego, near the Mexican border, and
here quarters were erected for the seven
hundred negroes used in the cannibal
scenes, as well as great open cages for the
lions, tigers, leopards and crocodiles that
share acting honours with Tarzan. Tan-
zo, the huge African elephant, who
takes such a prominent part in several
of the most thrilling episodes, was al-
lowed to roam a large most of the time, as
his intelligence and amenability to dis-
cipline entitled him to practically the same
treatment accorded a human being.

Elmo Lincoln, who plays the part of
Tarzan in the picture, needed no black
walnut stain or other colouring matter to
dye his body the proper hue of a man
raised in the unroofed open. During the
many weeks that Lincoln posed before
the camera, he became so deeply tanned
from contact with the sunlight that when
studio work was occasionally required of
him, he was obliged to paint his face and
arms white in order to keep from regis-
tering as pronounced a brunette as the
real descendants of Africa who support-
ed him in the cast.

(Continued at foot of next column.)

**HONGKONG GYMKHANA CLUB.
HANDICAPS FOR SATURDAY'S
MEETING.**

The following are the handicaps for
Saturday's Gymkhana meeting:—

FIVE FURLONGS. Handicap.—Alexan-
der, 162 lbs.; Gentle Cat, 157 lbs.; Burn-
ing Daylight, 155 lbs.; Maymoon, 149
lbs.; Wedding Bells, 149; Bender, 145
lbs.; Dun Duke, 146 lbs.; Eaton Boy,
145 lbs.; Jeyhoon, 145 lbs.; Lovejoy, 145
lbs.; Hector, 143 lbs.

ONE ROUND. "B" Class Handicap.—
Burning Daylight, 158 lbs.; Gentle Cat,
155 lbs.; Tytam Chief, 153 lbs.; Morning
Star, 153 lbs.; Cornhill, 153 lbs.; Flyford,
150 lbs.; Dalesman, 145 lbs.; Judex, 147
lbs.; Bender, 147 lbs.; Rheostat, 145 lbs.;
Sunbeam, 145 lbs.; Jeyhoon, 144 lbs.; Ex-
celsior, 144 lbs.

ONE ROUND. "A" Class Handicap.—
Malcolm, 165 lbs.; Red Ensign, 161 lbs.;
Greyhound, 162 lbs.; Rochester, 161 lbs.;
Lord Lorne, 160 lbs.; Paper Money, 160
lbs.; Alexander, 158 lbs.; Smokebox, 152
lbs.; Viola, 151 lbs.; Dusky, 151 lbs.;
Vivat, 147 lbs.

11 MILE Handicap.—Pink Eye, 165
lbs.; Malcolm, 164 lbs.; Red Ensign, 161
lbs.; Paper Money, 160 lbs.; Lord Lorne,
160 lbs.; Rochester, 160 lbs.; Greyhound,
158 lbs.; Alexander, 155 lbs.; Smokebox,
152 lbs.; Viola, 151 lbs.; Dusky, 151 lbs.;
Vivat, 150 lbs.; Burning Daylight, 145
lbs.; Tytam Chief, 145 lbs.; Morning
Star, 145 lbs.; Eaton Boy, 145 lbs.;
Lovejoy, 144 lbs.; Rheostat, 142 lbs.;
Excelsior, 140 lbs.

**EXPORTING DANGEROUS
GOODS.**

CHINESE FINED \$20.

At the Magistracy, yesterday, before
Mr. R. E. Lindsell, a Chinese electrical
engineer, who has just arrived from
Boston, was charged with exporting
dangerous goods.

Mr. A. E. Hall appeared for the de-
fendant.

It was stated that defendant arrived in
Hongkong on the Empress of Russia and
was on his way to Canton. Concealed
amongst his luggage were two bottles of
sulphuric and nitric acid, some chloride
poison, and a wireless apparatus.

Defendant stated that he intended
starting in business in Canton and was
taking the contraband articles with him
for that purpose.

Mr. Hall asked for leniency on the
ground that defendant was a new-comer
to the Colony and was not conversant
with the regulations.

Serjt. Earner stated that if defendant
had applied for a permit he would have
got one.

Mr. Lindsell fined defendant \$20.

**GERMAN WAR OF REVENGE?
LUDENDORFF'S HOPE OF THE
FUTURE.**

[BY ALFRED G. ANDERSEN.]

I interviewed General Ludendorff to-
day (March 27th) in his room in the
Hotel Adlon. He was sitting at a writ-
ing desk, clad in a blue civilian suit
with a soft collar, and tortoise-shell
spectacles. A jar of cigarettes and a jar
of sweets were on a table close by him.
He rose from his work on his history of
the war, exclaiming, "Was wollen Sie?"
(What do you want?)

At first he protested that he was not
willing to speak, but he changed his mind
after being led to the subject of the war.
"America did not win the war," he
said decisively. "It is impossible to
train an army in a few months. Hence,
the American troops were much poorer
than were the French and British."

"BOAT WARFARE."
Regardless of how many American
troops there were in France, we would
not have lost the war if the revolution
had not come. The American troops did
not break the German lines at Chateau
Thierry. The American advance was due
to my ordering a retreat of the German
left wing because of the Allied offensive
further north."

He endorsed the U-boat warfare,
which, he said, had brought England to
the verge of economic ruin. He denied
emphatically that Germany was any more
militaristic than France, which had
taught her school children the idea of
revenge.

"Do you think Germany is so demora-
lized that she will not seek revenge after
this war?" he said.

Asked to explain why Americans are
generally well received in Germany now,
Ludendorff said, with some feeling:
"Because Germans do not think. They
do not know any better."

"Don't you think that the reason is
that Germany is grateful, expecting fair
play from America?"

"Don't talk to me of gratitude. If
America brings Germany favourable
terms, her only object will be to gain
economically and commercially from
Germany."

CAUSES OF THE WAR.

I asked whether he was anxious to
testify regarding the war and its causes
before the State tribunal, and he re-
plied:—

"No. I am not anxious to testify as
it would be taking much of my time, but
I consider it my duty, for the good of
the Fatherland."

Other prominent players who appear
in "The Romance of Tarzan" include
Enid Markay, formerly of the Triangle
Theatre, Cleo Madison, a well-known
star of Bluebird and Universal successes,
and Thomas Jefferson, who was for
several seasons a member of Dr. W.
Griffith's Fine-Arts Company.

A NAVAL ENGAGEMENT. AMERICAN AND BRITISH SAILORS IN CONFLICT AT WANCHAI.

A serious fight is reported to have taken place, on Saturday night, opposite the Naval Cantonment, Wanchai, between American and British bluejackets. Several men are stated to have been injured, while the American sailors are alleged to have rough-handled some passers-by and also a policeman who tried to quell the disturbance. Mr. R. M. Leach, Chief Officer of the *Wing On*, was assaulted with a bottle and, as a consequence, he summoned Petty Officer Taylor of the U.S.S. *Helena*, for assault. The case was heard before Mr. R. O. Hutchison, yesterday, and created a great deal of interest.

Mr. W. E. L. Shenton, appearing for the prosecution, stated that although the charge was one of common assault he was quite sure that the Magistrate after hearing the evidence, would come to the conclusion, that it was not a case of a drunken brawl but one of organised attack. Mr. Leach, the complainant, had been chief engineer of the *Wing On* for over fifteen years; he was a married man and a teetotaler. On Saturday night at about 11.45 he was going in a ricksha from the cinema, accompanied by Mr. Watts, third engineer of the *Wing On*. When they reached the bottom of Arsenal Street, close to the Naval Cantonment, defendant came up, stopped Mr. Leach's ricksha, and asked Mr. Leach who he was. Mr. Leach replied that he was a civilian. Defendant asked him his nationality. Mr. Leach replied: "British," whereupon, without any further words, the defendant struck him on the face with a bottle, causing a very serious injury to the eye. Mr. Leach also sustained a bruise on the shoulder, and another on the inside of his upper lip. He was positive that it was the defendant who assaulted him, identifying him by the colour of his hair, which was red, and the scar on his forehead. An independent witness, who was merely an onlooker, would state that he also identified defendant because of those distinguishing features. After the assault Mr. Leach went to the Naval Yard, from where he telephoned to the Police. He then stopped a motor-car and went to the Police-station, where he immediately identified defendant as the man who struck him. Another curious point which would prove that this was not merely a drunken brawl but an organised attack was that immediately defendant was identified three other sailors came forward and said they were to blame, as they had hit Mr. Leach. The reason for this seemed to be that the assault was premeditated, and that defendant was a bucciner who had been delegated to carry out an attack on shore. The Captain of the ship stated that the man, as the real person had been put in from on the vessel. He would leave the question to the Magistrate to decide.

Mr. Leach then gave evidence bearing out the statement of his solicitor. Mr. Shenton (referring to witness' black eye) said: The evidence is pretty strong as far as the blow goes. Continuing, witness stated that he would have retaliated for the fact that he was surrounded by a crowd of blue-jackets. Witness was absolutely certain it was the defendant who assaulted him.

Mr. Shenton: They were obviously trying to shield defendant, who is their superior officer. Witness subsequently sent Dr. Majima, who treated his eye and sent him a bill for \$11.

Mr. Hutchison: The bill is the only exhibit you got. Mr. Shenton: Yes, that is the only exhibit bearing the complainant himself (laughter).

Defendant: There is only one thing I want to ask. He said the time was 11.45 p.m. It was pretty dark then; there were not many lights about; and how could he see the scar on my head and the colour of my hair?

Mr. Leach: It was a moonlight night; there were several lights, and you were quite close to me.

Mr. Thomas McGill, stoker of the *Wing On*, said that he was in the neighbourhood of the Naval Cantonment and witnessed the incident. Defendant struck complainant with a bottle.

Mr. Hutchison: Why were you particularly watching the incident?—Witness: I could not help it.

Mr. Shenton: As a matter of fact, you got a blow afterwards?—Witness: Yes, on the head. With the same bottle?—No, a full bottle.

You know from where the bottle came?—Yes, from a whole-sale shop. Mr. Shenton: I think the identity is fairly strong, as the same man hit both of them.

Defendant: You were five yards away from us, when any yelling at the time?—Witness: Yes, further down. Continuing, witness said he was sure defendant was the man. He could identify him right away without any trouble.

Defendant: You say that I had two bottles?—Witness: Yes.

Is this whole-sale shop not closed some-where round 10 p.m.?—I do not know.

Mr. Hutchison: I do not think that will help much.

Defendant: Sir, I just want to know if he had the idea that I was going to carry two bottles with me for over an hour and a half.

Defendant (two witnesses): You swear that I had two bottles?—You saw me go to a whole-sale shop?—Yes.

Which shop was it?—The shop just round the corner of the Seamen's Institute.

Inspector Kent: Before this there had been a fight between British and American bluejackets. This is the aftermath.

Mr. S. C. Watts, third engineer of the *Wing On*, corroborated complainant's evidence, but stated that he was unable to identify the assailant.

Inspector Kent stated that he found eight American sailors and a British Petty Officer who had been brought into the charge-room by Sergeant Cooke. The British sailor had been assaulted by the Americans and witness was investigating the charge when Mr. Leach came in and identified defendant as the man who had assaulted him. Several other Americans took the blame on their shoulders, but complainant was positive defendant had assaulted him.

With this the case for the prosecution closed.

An officer of the American Marines, having been granted permission to address the Court, said that the whole case was going out at a different angle from what had actually happened. In the first place, complainant did not come in a ricksha; he was running down the street in the direction of a crowd, who were not American sailors. There were between 50 and 60 in the crowd, and a fight took place between American sailors and marines and British sailors. It was then that the complainant was seen by the American sailors. He had witnesses to prove that complainant was not a peaceful citizen riding along in a ricksha, but that he ran into the fight waving his arms and swearing at the men. He did not look like a boxing man, but then appearances were always deceptive. He (the speaker) probably looked like a boxing man, but he was not one.

An American sailor named Adams said that he left a Japanese restaurant and reached the Cantonment when he was set upon by a crowd of British sailors. Four or five of them got on top of him, and defendant interfered and rescued him from the *milieu*. He saw the complainant leaning against the wall as if for support, and at the same time holding his head. Defendant could not have assaulted complainant, as he was helping witness at the time.

In reply to Mr. Shenton, witness stated that the fight between the British and American sailors lasted a short time. Defendant had to fight five or six men before he could rescue witness. The Americans had held a party previous to the fight, defendant being along with them.

Other witnesses denied that defendant was the man who had assaulted complainant. Mr. Shenton said the case was a very serious one. The fact that an ordinary citizen should be assaulted should not be regarded lightly, and if the defendant was found guilty a heavy penalty should be inflicted. The cases for the prosecution and defence were diametrically opposite, and the Magistrate would have to decide which was true. The prosecution stated that the complainant was travelling in a ricksha and took no part in the Naval Cantonment "scrap," but that he unfortunately met certain members going away from the "scrap," and was assaulted by defendant. The defence alleged that complainant came on the scene waving his arms, throwing out his left hand, and taking up a pugilistic attitude, and that he got what he richly deserved. Which story was to be believed? As regards complainant, they knew that he had no interest whatever in either the British or the American Navy. He was a married man with a large family and was a teetotaler. Therefore, he would not enter into a Naval Cantonment "scrap." His statement was corroborated by entirely independent witnesses. The men who tried to take the blame upon themselves were merely endeavouring to shield their superior officer. The Ordinance provided for substantial compensation at the Magistrate's discretion and nominal costs, besides imprisonment. He asked for the maximum penalty.

Mr. Hutchison fined defendant \$15 and ordered him to pay \$11 as compensation to defendant.

FEMALE OPIUM SMUGGLER.

At the Magistracy, yesterday, a Chinese woman was charged with being in unlawful possession of 8 taels of prepared opium.

Defendant stated that she came to Hongkong from Annam. On the voyage a man, who became acquainted with her, asked her to take a parcel ashore to a friend. She was not aware what the parcel contained.

R. O. Gust applied for a remand as she wished to have the opium analysed. Mr. Lindell accordingly remanded the case.

"BOY" ROBS EUROPEAN EMPLOYER.

At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese house-boy was charged with stealing \$300 from Miss S. Baker, of 20, Lyndhurst Terrace. Miss Baker dropped her key, which was picked up by defendant, who opened the safe with it and stole the money. The Police were informed and arrested the boy with the money in his possession. Mr. Lindell sentenced defendant to three months' hard labour.

MURDER ON THE HIGH SEAS. ACCUSED IN THE DOCK.

On May 7th, at about 2 a.m., while the *Talithian*, carrying repatriated members of the Chinese Labour Corps from France to Tsingtau, was in the Red Sea, a Chinese labourer stabbed a compatriot five times and killed him. The man, for the dastardly deed was that the murderer resented the revivings of his victim. He was immediately put in irons, and the body of his victim was buried at sea. The vessel arrived in Hongkong on Sunday, and yesterday the alleged murderer was charged at the Magistracy with murder.

Inspector Gordon, of the Water Police, stated that the C.S.P. was making arrangements with the Attorney-General to hold a special Criminal Session if the man was committed, as the ship would be sailing in a few days.

Prisoner: I am not the man who committed the deed.

Lieut. Carroll, of the R.A.M.C., stated that on May 7th, at about 2 a.m., while the ship was on the high seas at the mouth of the Red Sea he was called up to see a coolie who was accused of having stabbed another. He went into the officers' room, and there saw the prisoner, who was wearing a white shirt. He noticed several blood-stains on the right sleeve, and on prisoner's forehead. He examined prisoner but could not find any wounds on him. He then went to the lower deck to see the man who had been stabbed. He was lying dead with five wounds, three of which were superficial. There was a serious wound on the right shoulder, about 1 1/2 inches wide and 3 inches deep. There was another wound on the upper part of the abdomen, about 2 inches in length. The main abdominal artery had been severed. The cause of death was loss of blood.

Capt. A. K. Brown, O.C., C.L.C., said he was called into the officers' room and there saw prisoner being held by Lieut. Washbrook. The man had blood on his clothes and forehead. Witness immediately placed him under arrest. Witness knew Chinese very well, and asked the man what he had done. He replied that he had stabbed the man who died. Later on, prisoner told witness that if he let him off he would jump overboard. Asked why he stabbed the man, prisoner replied: "Because he reviled me." The body was buried at sea the same day.

Defendant denied that he told witness that if he were free he would jump overboard. Lieutenant Gerard Washbrook stated that on May 7th, at about 3 a.m., he was asleep in his cabin, and was awakened by the electric light being switched on. He saw the prisoner, who had a blood-stained knife in his hand. He seized him by the wrist, and asked him what he was doing there. The prisoner replied that he had killed a coolie, and desired to be taken into custody. On being questioned as to the motive for the crime, the prisoner said he committed it in consequence of some trouble over some money, and because the deceased reviled him.

A Chinese ganger said he was awakened about 2.45 a.m. on May 7th by the cries of a man. He jumped off a table on which he had been sleeping, and saw the prisoner, with a knife in his hand, run away towards a stair-case leading to the upper deck. He blew his whistle, and did not attempt to stop the prisoner for fear that he might attack him. The prisoner went towards the officers' quarters, and he followed at a distance. Two days before the murder the prisoner and the deceased had a quarrel over some money and a gold ring. They swore at each other, and were about to resort to blows when witness intervened and separated them. The deceased was buried at sea the same morning.

Inspector (Gordon to the Magistrate): Will your Worship ask whether witness was sure that it was the deceased that was buried?

Mr. Lindell: What's the idea? To make sure that there was no mistake, and the right man was disposed of? (Laughter.) Very well, I'll put the question. In reply witness said it was the deceased that was buried at about 11.30 a.m. Mr. Lindell: But your officer said the man was buried at 2 p.m.

Captain Brown (interposing): I made a mistake. This man was buried at about 11.30 a.m. Another death had occurred, through illness, and that body was put overboard at 2 p.m.

A constable on board the vessel said that at about 3 a.m. on the day in question, he was on guard duty just outside Captain Brown's cabin. He saw the prisoner come up the stair-case leading to the deck, and go towards the officers' quarters. He ordered him to go down, and said that if he wanted to speak to the officers, witness would fetch one of them. Prisoner refused, and witness then seized him by the coat and took him to Lieut. Washbrook. The officer on awaking, asked him: "Are you a policeman?" He replied: "Yes." The prisoner then confessed that he had stabbed a coolie, and expressed a wish to be locked up. Lieut. Washbrook sent him (the constable) to get a pair of handcuffs.

Captain Brown (re-called) stated: I ordered the prisoner to be arrested by cause, for one thing, he had no right to be about an officer's cabin, especially at that hour. At first I thought the man had run amuck, and might attack the officers. Later, I found out that he had stabbed a fellow-coolie. The prisoner could not be induced to go below, as he said the others would kill him. (Laughter.) Mr. Lindell (to the prisoner): Appear- ing to several witnesses you voluntarily confessed your crime. This morning you said that it had been committed by another.

Prisoner: Capt. Brown would not let me say anything else.

(Continued at foot of next column.)

BRITISH FAR EASTERN SQUADRON.

REASONS FOR REORGANISATION.
Official information has been received in Tokyo, says the *Shanghai Gazette*, regarding the re-organisation of the British China Squadron.

While, in accordance with a resolution at the Imperial Defence Council in 1909, one battleship, two armoured cruisers, two light cruisers, six sloops, eight destroyers, four submarines and ten gunboats have been in China waters, the new plan has increased the British naval force in the Far East as follows:—

One armoured cruiser, the *Hawkins*; four light cruisers, the *Cairo*, *Cape Town*, *Curlye*, and the *Colombo*; 13 destroyers, 11 submarines, two depot ships for submarines, two auxiliary ships to submarines, four mine-sweepers, four sloops, 19 gunboats and two supply ships. These are under the command of Rear-Admiral Barrett.

The reason why the British naval force in China waters has been thus increased is believed to be based on a desire to recover British trade in China, the development of which has been somewhat checked.

In August next Vice-Admiral Duff will relieve Vice-Admiral Tudor as Commander of the China Squadron, and the latter commander is expected to include in the squadron the *New Zealand*, a battle-cruiser, which is now on a cruise. A Japanese newspaper reports that in view of the fact that Great Britain has decided to send a light squadron to Chinese waters and to increase the number of gunboats for patrol along the Yangtze, Japan, for the purpose of giving protection to her commerce and merchant ships, has also decided to put six more gunboats on the Yangtze. The total cost of the six boats will be three million yen.

"HONGKONG'S PEST"

PICNICS AT THE EXPENSE OF THE GOVERNMENT.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, three very old decrepit Chinese men were charged with begging alms.

One of the defendants said he was taking home some chicken's entrails to make soup when he was arrested. Another defendant pretended to be insane and would not talk, while the third said: "If the Police say I'm guilty, I dare not say anything else."

Inspector Macdonald stated that during the day the men, who were old timers, invaded the European quarters. At night they went to the Chinese restaurants at West Point and accosted the better-class Chinese and the Europeans who frequented the place. They were "a proper pest to Hongkong." Second defendant was shamming lunacy. Time and again they had been sent to Canton but had returned, looking upon the trip more or less as a sort of picnic provided by the Government. The maximum penalty, unfortunately, was \$5.

Mr. Hutchison fined prisoners \$5 each, with the alternative of fourteen days' in gaol.

A FOOLISH WOMAN AND A CRAFTY MAN.

A BUSINESS THAT NEVER STARTED.

At the Magistracy, yesterday, before Mr. R. O. Hutchison, a Chinese was charged with conspiring to defraud a Chinese woman of about \$320.

Defendant made the acquaintance of the woman, who is a street-walker, and told her that he intended starting a business. Unfortunately, he said, his partner had been arrested by the Police and he was without funds to bail him out. He asked the woman if she would help him, promising her a share in the new firm and big profits. The woman gave him \$150, and the man left. Some days later he visited the woman again and said he wanted money to engage a solicitor. The woman gave him twenty sovereigns. Another request for money was made later, the excuse this time being that the partner had escaped to Macao. The foolish woman gave the man her jewellery. The man then disappeared and was lost sight of for some considerable time. The woman's suspicions were aroused at last and she informed the Police, who arrested the defendant. Mr. Hutchison remanded the case.

SPORT.

LAWN TENNIS.

HONGKONG JUNIOR LEAGUE.

The following fixtures in the above League have been arranged for Saturday next, the 7th inst.:
Civil Service v. 99th Co. R.G.A.
C.R.C. (C) v. Chinese Y.M.C.A.
K.C.C. (C) v. Club de Beccro.
St. Joseph's College v. Taikeo Rec. Club.

The first named club is responsible for arranging for a ground and providing balls, etc.

Captain Brown said he advised the prisoner to make a clean breast of what had transpired. His statement was recorded, as the officers thought it might be useful.

Mr. Lindell: I must have evidence that this vessel is a British one.

The Police said they would arrange for a representative of the ship's agents to supply the necessary evidence. The case was adjourned until to-morrow morning.

CROSSE & BLACKWELL

The following goods have just arrived and are on sale at

LANE, CRAWFORD & CO.

Potted Meats & Fish in tins

Ham & Chicken 40c. Shrimp 40c.
Bloaters ... 40c. Anchovy 45c.

Sausages in tins

Oxford per tin ... \$1.35 and 75c.
Cambridge ... \$1.10

Fish in tins

Blackwall Whitebait per tin ... 75c.
Fresh Lobsters ... \$2.00
Herrings in Tomato Sauce ... 75c.
Pilchards in Oil ... \$1.50

Pickles in pint bots.

White Onions, Gerkins } ... 90c. per bot.
Picalilli, Mixed }
Red Cabbage ... 50c.

Soups in pint tins

Ox Tail Mockturtle }
Kidney Tomato } ... 60c. per tin.
Venison Cressy }

LANE, CRAWFORD & CO.

THE CORONET

June 3rd, 4th & 5th, 1919,
at 5.15 and 9.15 p.m.

FOR THREE NIGHTS ONLY. THE ROMANCE OF TARZAN

PRICES
5.15 p.m.—\$1 & 60 cts.
9.15 p.m.—\$2 & \$1.00

Booking at ROBINSON'S.

[125]

MACARONI, VERMICELLI, NOODLES, AND ALL KINDS OF PASTE. AGENTS WANTED!!!

Special price for wholesalers and retailers.

Please apply—
CANTON NOODLE AND MACARONI FACTORY.

Manufacturers of the well known

"Poppy Brand,"

Office:—31, OLD GILMAN STREET, Tel. No. 2239.

Manufactory:—19/23, ARGYLE STREET, Mongkok, Tel. No. K239.

Hongkong, March 2nd, 1918. [429]

Powell Ltd.

TELEPHONE 346

HIGH-CLASS GENTLEMEN'S TAILORS.

SPECIAL VALUE IN

SUMMER SUITINGS

INCLUDING

SMART LINENS, COTTONS & SILKS.

FANCY CASHMERES

WORSTEDS, FLANNELS, SERGES,

etc., etc.

STYLE AND FIT EXCLUSIVE

NEW ADVERTISEMENTS

NOTICE.

I HAVE this day established myself as Merchant and Commission Agent under the style of **RIBEIRO, SON & CO.** (Old Supreme Court Building, Ground Floor).
Y. F. Y. RIBEIRO.
Hongkong, June 2nd, 1919. [841]

NOTICE.

WE HAVE REMOVED our Offices from St. George's Building, 2nd floor to **HOYT, MAYNARD, 4th Floor, rooms Nos. 1, 2, 3 and 4.** All communications should be addressed to our New Address.
GERIN, DREYARD & CO.
[838]

NOTICE.

THE Undersigned have been appointed Sole Agents in Hongkong for the sale of the "BATTLESHIP" Brand of Flour manufactured by the **WONG SING FLOUR MILLS OF WUSIEH AND SHANGHAI.**
H. SKOTT & CO.
Princes Buildings,
Hongkong, June 2nd, 1919. [839]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's steamer "TATHYBIUS"

are hereby notified that the Cargo will be discharged into the Godowns, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after June 2nd.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.
All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.
No claims will be admitted after the Goods have left the steamer's Godown, and all Goods, remaining undamaged after June 6th, will be subject to rent.
All Claims against the Steamer must be presented to the undersigned on or before June 23rd, or they will not be recognised.
No Fire Insurance will be effected.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, June 1st, 1919. [837]

THE EAST ASIATIC CO., LTD.

NOTICE TO CONSIGNEES.
FROM SCANDINAVIAN PORTS.

THE Steamship

"SIAM."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by June 8th, will be subject to rent.

All broken, chafed, and damaged packages are to be left in the Godowns, where they will be examined on June 4th, at 10 A.M.
Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected by us in any case whatever.
Bills of Lading will be countersigned by **THORPSEN & Co.**
Agents.
Hongkong, May 31st, 1919. [836]

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA PANAMA CANAL AND SINGAPORE.

THE Steamship

"TJITIROEM"

having arrived, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.
Goods not cleared by June 4th, 1919, will be subject to rent.

All broken chafed and damaged packages are to be left in the Godowns where they will be examined on June 3rd, 8.30 A.M.
Claims against the Steamer must be presented within 14 days of arrival, otherwise they will not be recognised.
No Fire Insurance will be effected.
This Steamer brings on Cargo from New York originally intended for shipment per "KAZEMBE."
Bills of Lading will be countersigned by **THE BANA LINE LIMITED,**
Agents.
Hongkong, May 28th, 1919. [835]

HONGKONG AND SOUTHERN CHINA

WAR SAVINGS ASSOCIATION.

NOTICE.

WE beg to announce that all Straits Settlements War Loan taken up by this Association for its Members has now been exhausted. All monies paid in to this Association will, in future be invested in British War Loan bearing interest at 5 per cent. per annum.
UNION INSURANCE SOCIETY OF CANTON, LTD.
Hon. Secretary. [739]

INTIMATIONS

FIRE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS 10 DAY (TUESDAY, JUNE 3RD, 1919).

By Order,

A. R. LOWE,
Secretary. [833]

Hongkong, June 2nd, 1919.

MARINE INSURANCE ASSOCIATION OF HONGKONG.

KING'S BIRTHDAY.

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of PUBLIC BUSINESS 10 DAY (TUESDAY, JUNE 3RD, 1919).

By Order,

LOWE, BINGHAM & MATTHEWS,
Secretaries. [834]

Hongkong, June 2nd, 1919.

G. R.

ON HIS MAJESTY'S SERVICE.

TENDERS are invited for the supply of Carpenters, Sailors, Platers, Plumbers, Painters, and Sappers, Shoemakers or Leatherworkers, to H.M. Naval Yard.
Forms of Tender can be obtained at the Office of the Chief Constructor, H.M. Naval Yard, Hongkong, and should be filled in and returned as indicated in Tender Form, not later than NOON, JUNE 10th, 1919.
E. G. KENNEDY,
Chief Constructor. [830]

Hongkong, May 28th, 1919.

NOTICE OF REMOVAL.

SUN MAN WOO CO., Shipchangers, Naval Contractors and General Freighters, have this day REMOVED from Nos. 18 & 19, Connaught Road Central, to their new premises at Nos. 99 & 101 Des Vaux Road (opposite to west corner of the Central Market) Telephone 309.
Hongkong, May 28th, 1919. [809]

RAW SILK EXPORTERS.

P. MUGGIANI, 14 RUE DESIRÉE
LYON SILK MERCHANT, Seeks to represent as Agent in Lyons (France) Exporters of Raw Silk from Canton. Excellent references and connections.
Thorough Experience.
Offices and warehouse established.
[828]

WANTED IMMEDIATELY.

SECOND ENGINEER for British Steamer "SISMAN."
Apply—
GERMINAL CIGAR STORE,
15, Nathan Road, Kowloon. [837]

TO LET.

NO. 4, BROADWOOD ROAD,
UNFURNISHED.
No. 5, BROADWOOD ROAD,
FURNISHED.
For particulars apply to—
GEO. K. HALL BRUTON & CO.,
York Buildings,
Chater Road, Hongkong. [814]

TO BE LET FURNISHED.

From July 1st.
NO. 7, MOUNTAIN VIEW, THE PEAK.
Apply to—
W. L. PATTENDEN,
GILMAN & CO., LTD.,
84, Des Vaux Road Central. [827]

TO LET.

At the PEAK, with immediate possession, No. 3, MOUNTAIN VIEW, Furnished or Unfurnished.
Apply to—
H. E. POLLOCK,
Supreme Court. [735]

TO LET (UNFURNISHED).

NO. 10, MOUNTAIN VIEW, PEAK,
from June 1st, 1919, in excellent condition.
Address—
Care of "Daily Press" Office. [869]

TO LET.

NO. 103, THE PEAK, 6-Roomed House at the Peak.
Apply to—
FERGUSON SMITH & FLEMING [823]

THE PEAK.

FOR SALE, A FIVE-ROOMED Residence.
For particulars apply to—
Care of "Daily Press" Office. [834]

TO LET.

A FLAT in Nathan Road, Kowloon.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LTD.
Alexander Buildings.
[821]

INTIMATIONS

VICTORIA DISPENSARY.

NOTICE.

THE BUSINESS hitherto conducted by the above pharmacy at 33, Queen's Road Central, will on 15th June next be transferred to **A. S. WATSON & CO., LTD.,** the Hongkong Dispensary, who will take over the stocks, proprietary medicines and prescription books. Customers requiring prescriptions repeated will on and after the date aforesaid be able to get them dispensed at the Hongkong Dispensary.
F. W. STAPLETON,
Manager. [832]

Hongkong, May 28th, 1919.

THE CHINA LIGHT AND POWER COMPANY (1919), LIMITED.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS will be held at the Office of the Company, St. George's Building, Hongkong, on FRIDAY, JUNE 7th, 1919, at 12 o'clock, Noon, pursuant to Section 86 (3) of the Companies Ordinance 1917.
SHEWAN TOMES & CO.,
General Managers. [836]

Hongkong, May 28th, 1919.

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily, at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.
All persons with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916.
Forms of Registration, giving the particulars required may be obtained at the G.P.O. and at all Police Stations.
The Penalty for non-compliance is a fine not exceeding \$50.
40

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 3932.
FAVoured with instructions from The Concerned, will sell by Public Auction on WEDNESDAY, June 4th, 1919, at 2.30 P.M., at his Sales Room,
A QUANTITY OF
HOUSEHOLD FURNITURE AND EFFECTS,
Wardrobes, Chest of Drawers, Ice Boxes, Dressing Tables, Iron Bedsteads, Couch, Arm-chairs, Carpets, Tea Sets, Pictures, Ornaments, Crockery and Glassware, Typewriters, Brass Ornaments, Clocks, Cabinets, and a line of Sundries.
Terms:—Cash on Delivery.
Hongkong, May 31st, 1919.

KWONG FAT.

NEWLY ESTABLISHED.

DEALERS IN
ALL KINDS OF IVORY, SANDALWOOD, MOTHER-OF-PEARL AND SILVER, WARES, WHOLESALE AND RETAIL.
37, QUEEN'S ROAD CENTRAL, HONGKONG. [815]

PALACE HOTEL, KOWLOON.

Corner of Halphong and Hankow Roads.
Tel. K. 3.
Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished, and is now up-to-date in every respect and under English management.
Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS.

TERMS MODERATE.
Special Arrangements for Families on Application to—
J. E. O'BERRY,
Proprietor. [109]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMSTERDAM, COA, WHAL, AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer "DUNERA" carrying His Majesty's Mail, will be despatched from this port about JULY 8th, 1919, taking Cargo for the above Ports. Passenger accommodation in the connecting vessel, when available, secured before departure from Hongkong.
Suez and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.
Parcels will be received at the Office until 3 P.M. the day before sailing. The contents and value of all packages are required.
For further particulars, sailing dates, etc., apply to—
MACKINNON, MACKENZIE & CO.,
Agents.
P. & O. B. N. Co.
Post Box 113,
82, Des Vaux Road Central.

INTIMATION



WATSON'S

PRICKLY HEAT

LOTION

AND

POWDER

are certain cures for Prickly Heat.

Can be used either in conjunction

or separately.

They will also be found invaluable

for preventing and relieving

Sunburn, Freckles and all

Skin Irritations.

PRICKLY HEAT LOTION

in Bottles at 50c and \$1.00

PRICKLY HEAT POWDER

in Boxes at \$1.00

PREPARED ONLY BY

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY,

TEL. 16

Constitutional Monarch. Next came the controversy over the question of Home Rule for Ireland which culminated in a threat of civil war. Just when armed conflict seemed imminent, the Great Storm broke over Europe and men of all races and creeds from one end of the Empire to the other sank their differences and stood shoulder to shoulder in defence of their common interests. The great danger which then threatened civilisation has now been averted, but there is still the menace of Bolshevism, and within the British Empire there are questions of reconstruction awaiting settlement that will tax the highest powers of statesmanship. With patience and skill, however, we may hope to find a happy issue out of all our afflictions. In all the difficult situations in which King George has been placed as Head of the State by these events he has so comported himself as to command universal admiration and respect. The voice of the critic has been stilled. Even though we have heard demands for a republican form of government from Ireland and South Africa they have been dictated solely by political principles, and not by any personal hostility to the present occupant of the Throne. For an Empire—or Commonwealth—such as our own, scattered over the face of the earth and composed of peoples in widely differing stages of mental and political development, the Monarchy is the keystone of the arch supporting the whole fabric. The President of a Republic of the United Kingdom would not be the President of the self-governing dominions, and the Native Princes of India would acknowledge no allegiance to him. A Constitutional Monarchy is, indeed, the only solution of a perplexing problem. One of its many advantages is that it is not in the gift of any political party, and therefore does not invite organised opposition. Nor must it be forgotten that, great though their influence be, the power of our monarchs is less than that of the President of the United States of America. If the hereditary system is not calculated to keep us constantly supplied with genius it at least gives us kings and queens who have been carefully trained for the exalted position they occupy. Even King George, who had no expectation of ascending the Throne until the death of his older brother in 1892, served an apprenticeship of eighteen years. Before that he had seen as a sailor some things of the Empire over which fate ordained that he was to rule, and later he made a tour of the Colonies and Dependencies to prepare him for his future responsibilities. He is thus a man with a wide horizon and broad sympathies. As was truly said of his father, "he has much more in common with the President of a free State than with the King by Divine right. He is simply the chief citizen, *primus inter pares*, and the fact that he is chief by heredity and not by election does not qualify his view of the realities of his position." His conception of kingship is to set an example of public service. By his constant solicitude for his soldiers and sailors during the war, and by his close personal interest in all that concerns the welfare of the masses he has won a warm place in the affections of his people. Thus, while other Thrones have been falling into ruins his own has become more firmly fixed than ever. Long live the King!

Lieut. F. W. Poate, of Messrs. MacKenzie & Co. Ltd., Shanghai, has been awarded the Military Cross for services rendered in Mesopotamia whilst serving with the Motor Machine-Gun Corps.

The bar to the Distinguished Service Cross has been conferred on Lieut. Wm. Brydon Chilton, D.S.C., R.N.R., of the China Navigation Company, for services in action with enemy submarines. Lieut. Chilton was chief officer of the str. *Shengking* and left to join H.M. forces in 1915.

CORRESPONDENCE.

THOUGHTS ON THE WAR.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR:—It was fine to read those manly, Christian, thoughtful words by Dr. Fassbinder, as quoted from the *Christian World* by the Rev. J. Kirk Macdonald in a sermon. To our local preacher they are, in a way the best news since the Armistice. He argues thence "a change" in German thinking, as "shown by the contrast between utterances of the same preachers about a year ago." Can you persuade Mr. Macdonald to make it clear whether he does or does not mean that Dr. Fassbinder talked differently while the war was on, while Germany still thought she could win? Dr. Traub, a Lutheran, is not "the same preacher."

What I want cleared up, and generally known, is that from the beginning there was quite a number of Dr. Fassbinders, that is to say, real Christians, in Germany who were against the war. The good effect of the good words quoted by Mr. Macdonald is lost if he allows to stand the plain suggestion of his sermon, which is that these views are new and (many will believe) of the "sour grapes" order.—Yours truly,
T.W.

Hongkong, June 1st.

CANTON NEWS.

CANTON, May 2nd.

THE CANTON PARLIAMENT.
We learn from a reliable source that the Canton Parliament is about to be abolished. It has not met for a long while as many of the members have gone to Shanghai, where they have protested against most of the peace terms, and have come to be regarded as obstacles to a settlement. The remaining members of the Parliament will be ordered to leave Canton within 48 hours.

KING'S BIRTHDAY.
The authorities have ordered the gun-boats in Canton to fire 21 guns to-morrow in honour of the birthday of H.M. the King of Great Britain. The day will be observed as a holiday by the foreign firms in Shameen.

ANTI-JAPANESE MOVEMENTS.
The Japanese Consul in Shameen has visited the Tuchun to request him to stop the anti-Japanese movements. When the Consul was leaving the Yamen several straw hats made in Japan were thrown at him by the Tuchun's servants. The Consul protested vigorously to the Tuchun and some of the servants were tied up and ordered to be shot. Several officials intervened, however, and the sentences were changed to imprisonment.

MILITARY AFFAIRS.
Another mutiny is reported from the Lam Ko district. Some of the local authorities have been arrested. In consequence of the military disputes which have arisen between the Canton forces and the Yunnan troops in Fukien, Lam Po-yik, the Fukien Tuchun, has ordered Fong Sing-to, the leader of the Yunnan troops to visit Chan Kwang-ming, in Cheongchow, and apologise.

PEKING CABLE NEWS.
The American Minister in Peking called a meeting of the Allied Ministers to discuss the question of the suspension of the Shanghai Conference. It is said that a Note of warning will be delivered to the Peking Government on the 6th inst., foreboding intervention. The British Minister has decided to send representatives to visit the President to-morrow.

ANOTHER KIDNAPPING CASE.
LITTLE BOY—STOLEN FROM SINGAPORE.
At the Magistracy, yesterday, before Mr. R. E. Lindell, a Chinese was charged with kidnapping a boy from the custody of his parents.

The defendant is alleged to have brought the boy from Singapore, where his parents are domiciled, with the intention of selling him. The parents informed the Singapore authorities, who communicated with the local Police, as a result of which defendant was arrested on landing in Hongkong with the boy. Mr. Lindell formally remanded the case for a week.

The Daily Press.

HONGKONG, JUNE 3RD, 1919.

THE KING'S BIRTHDAY.

To-day His Majesty King George V. celebrates his fifty-fourth birthday. Although, in deference to the royal desire, there will be no ceremonial observance of the anniversary owing to the fact that peace has not yet been declared, the many millions of His Majesty's loyal subjects throughout the world will unite in wishing that he may be spared for many years to rule over a prosperous, and contented people. Since he ascended the Throne nine years ago anxieties have crowded one upon another. When he was called upon to succeed his father, the late King Edward, there was a grave Constitutional struggle in progress over the question of the Lords' veto, and, though in the presence of death the strife was stilled for the moment, the Conference which took place between the leaders of the two great political parties "with a view to arriving at a solution of the recurring difficulties between the two Houses of Parliament" failed to come to an agreement. A General Election followed, and the Liberals, on being returned to power, introduced the Parliament Bill, which the House of Lords passed after it had been announced that the King would assent to the creation of Peers sufficient in numbers to guard against any possible combination of the Opposition. The action of the Ministry in this matter was severely criticised at the time, but the King's attitude showed how thoroughly he realized his role as a

To-day being a holiday the tea-dance at Waiwan's Café has been cancelled.

The Hon. Mr. John Johnstone left for Shanghai, on Saturday, to take preventive treatment for suspected rabies. He was licked by one of his sporting dogs.

The resignation of Mr. J. W. C. Bonnar of his seat on the Foreign Educational Committee has been accepted by the Shanghai Municipal Council with regret.

A remittance of \$217 7s. 5d., plus a cheque for \$80, has been sent to St. Dunstan's Hostel, being the net proceeds of the bazaar held in April at "Montpelier," Queen's Gardens.

The following cases of communicable diseases were reported in the Colony during the week which ended on May 31st:—Bubonic plague, 30 (22 deaths); cerebrospinal fever, 4 (1 death); enteric fever, 3; small-pox, 2 (2 deaths); and diphtheria, 1. Five cases (four deaths) of bubonic plague were reported on Saturday.

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THE NEW FRENCH REMEDY

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For all kinds of skin diseases, including eczema, psoriasis, and other conditions. It is a powerful and effective treatment.

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according to one of the wise old thinkers of the past, possesses two important qualities. It "restores" us our health when we lose it, and it "preserves" our health while we have it. Probably no popular medicine possesses these two qualities in greater measure than Beecham's Pills. Beecham's Pills restore the health. They are excellent to take when the system is run-down and in need of a gentle restorative. Beecham's Pills act upon and through the organs of digestion—the regular and harmonious working of which is of the first importance. They speedily correct irregularities and restore healthy conditions. It has been abundantly proved that the occasional use of this well-known medicine will go far to maintain the general health in a state of efficiency. Enjoy good health therefore, by taking that good medicine.

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For all kinds of skin diseases, including eczema, psoriasis, and other conditions. It is a powerful and effective treatment.

LABOUR CO-PARTNERSHIP.

GAS-WORKERS' SCHEME.

On all the proposals for remedying industrial unrest, none holds fairer promise of permanent good than a properly devised and equitable system of labour co-partnership. There is a new spirit abroad among the workers, who, seeing large profits made in the industries in which they are employed, ask themselves: "Are we receiving our fair share of the wealth which our labour has helped to create?" Today that spirit is running riot in spontaneous strikes, often in defiance of agreements made by the men's own accredited representatives, and by demands for higher wages and shorter hours, which often are pressed without thought or care of their effect upon other industries. The cordial relations which existed in former days between employer and workmen have almost, if not entirely, disappeared. An atmosphere of suspicion has spread like poison gas into our industrial system. A good many workmen have come to look upon Capital and Labour as antagonistic forces, hostile to each other, each ready to snatch any small temporary advantage at the cost of the other. The evil effect of this is seen in a lessened rate of production, in a careless indifference as to the interest of the employer, on the one side, or of the worker on the other.

The thirty years' experience of the South Metropolitan Gas Company conclusively shows that an equitable scheme of co-partnership gives contented, loyal workers. It does much more. It develops in them the business sense as compared with that of the worker who has no share other than wages in the scheme of the concern. The result of this is that the company has the inestimable advantage of having in its service a body of workmen who are all alike interested in promoting its well-being, by efficiency of service and elimination of waste. For the facts relating to the working of the scheme, and the success which has attended its operation, I am indebted to Mr. Charles Carpenter, D.Sc., chairman of the company, who was the late Sir George Livesey's lieutenant when the scheme was launched in 1889, and who has continued and expanded its operation from a keen appreciation of its merits and of the good results which have flowed from it to the workers and to the company.

HOW A START WAS MADE.

The scheme was started at a time which saw the birth of what was hailed as the "new unionism." Its first victory was the concession of the eight-hour shift, in substitution for the former twelve-hour shift, in the London gas works. This was given without demur, as the need for a change to shorter hours was felt to be fully justified by the conditions of the work. The men's leaders, not content with their victory, pressed claim after claim, until at last it was said: "You have only to ask for gold watches and you'll get them." Sir George Livesey then offered to those workmen who chose to accept it a scheme of co-partnership. Mr. Carpenter states with admirable lucidity the real meaning and purpose of co-partnership, from the employer's standpoint, in the following sentences:

"I want something more than a hiring. I am willing to take you into my business as a partner. I will pay you the rates of wages and you shall work the hours which are customary in the trade. If you sign an agreement of service with me, in return, I will undertake to share with you the profits we make together, I largely by brains, you largely by labour, after, say, 4 or 5 per cent. has been paid as interest on the capital I have laid out."

That is the basis of the South Metropolitan co-partnership scheme. The offer was a purely voluntary one, which any and every workman was free to accept or refuse. At the time the workmen were suspicious of the proposal, and turned it down. The staff generally accepted. The mechanics were the first to understand the advantages of the scheme, and asked to be allowed to come within its operation. When the workmen came to realize that others were really partners in the concern they voluntarily joined. The workman who becomes voluntarily a co-partner signs a twelve-months' agreement of service with the company. It is, of course, obvious that a workman could not be a partner for, say, a week or a month. The co-partnership must extend over a fixed period, on which the profits of the concern can be tabulated and published in the ordinary balance-sheets of the company. There are advantages both to the company and to the workmen in this arrangement. The company has the security which comes of continuity of service on the part of its employees, and the workman has the peace of mind which comes from the knowledge of a period of regular employment and wages. It may be said that the workman surrenders the right to strike, whatever that may be worth to him. But does he surrender the right to strike? It is obvious that if the company sought to make any change as to wages, hours, or conditions of service during the period of the agreement, which the workmen looked upon as an injustice to them, they would break their agreements. The sanctity of these agreements rests not upon any power of coercion in them, but upon an honourable observance of fair conditions on both sides.

When the scheme was started, in 1889, it provided for the payment in cash of 1 penny cent on salaries and wages for each penny at which the company could sell gas below 2s. 9d. per 1,000 cubic feet. The scheme was revised in 1904, when the bonus was increased to 1 1/2 per cent; for bonus penny, and was again revised in 1907, the initial price of gas being raised to 2s. 1d. per 1,000 cubic feet and the bonus reduced to 1 per cent for each penny at which gas was sold below the basis price.

THE BONUS SYSTEM.

A committee of management of thirty members (including the chairman of the company) elected by the board, and thirty members elected by ballot by the co-partners.

OUR POOR CLERGY.

THE VICAR'S BOOTS.

An extraordinary story of abject poverty is related by the Vicar of St. Aidan's Church, Leeds, one of the largest churches and parishes in the city, who complains that although he has a stipend of £400 a year and a vicarage he cannot even afford to buy a pair of boots.

Writing in his parish magazine, the Rev. W. Mason says most people would laugh at the idea that he couldn't afford a pair of new boots, but it is strictly true that his income is insufficient to furnish even a penny towards any new clothes at all, either for himself or his family nor so much as a penny piece towards the education of his children, personal insurances, charity, holiday, or even postage. No one, he adds, could think of becoming vicar of St. Aidan's who had not a private income.

In an explanation of where his stipend goes the vicar blames the large and unwieldy vicarage, which he suggests would be better utilised as a home of some kind or another. The following figures are given as showing roughly the necessary expenses for a year at the vicarage:

Income tax	£23 10 0
Inhabited house duty	£2 10 0
Vicarage insurance	£2 10 0
Rates	£21 10 0
Water rate	£8 5 4
Servants (two are almost essential)	£50 0 0
Coal	£23 0 0
Gas and electric light	£12 0 0
Washing for five people	£26 0 0
Garden	£15 0 0
Repairs	£15 0 0
Total	£237 0 0

Without the Eastern offering the actual value of the living is £380 and a house, so that there is left £153.

"When it comes to food," says the vicar, "most housekeepers would allow that 12s. per head per week did not permit of many luxuries, but with five people to feed, Mrs. Mason would require 23s. per week, £116 for the year, and when, hey presto! the vicar, already 2s. in debt, is left without a penny to meet all other expenses for the year for himself and his family. It is earnestly to be hoped that many will more than double their contribution to the Eastern offering this year in addition to a decent pair of boots. I might then manage a holiday."

Our Peterborough correspondent writes: The Bishop of Peterborough, appealing to the laity in his diocese to revive the ancient and laudable custom of devoting Easter offerings to the incumbents of the respective parishes, says: "Compared with the days before the war, even when many livings were utterly inadequate, the purchasing power of money has sunk very low. In many clerical homes the strain has been well-nigh intolerable, but it has been borne with a dignity and a patience which can only be described as worthy of the high traditions of English vicarages."—Daily Telegraph.

ners, administer the fund. Each year the amount of bonus to which the workman is entitled becomes his own absolute property, but one-half is invested in the company's Ordinary stock and the other half entered in the employee's pass-book, upon which interest is paid, but which he may withdraw upon giving seven days' notice. Altogether, in these thirty years, the workmen have received nearly one million sterling, of which between £400,000 and £500,000 remains invested in the concern. The rate of bonus earned has fluctuated considerably. Beginning at 5 per cent on salaries and wages, and giving a modest £6,037 to the workmen, it has ranged from 3, 4, 5, 7, 8, up to 9 1/2 per cent. In 1914, which I take as the war year, the bonus was 8 1/2 per cent, and the payments under the scheme £49,189. Gas-making has not been one of the pioneering industries. In 1918 the bonus dropped to 2 1/2 per cent, in 1917 it rose to 4 1/2 per cent, and in 1919 there was no bonus to distribute. Thus the workmen have passed through the lean years as well as the fat years. Yet I was assured by Mr. Carpenter, and also by one of the workmen directors, that the spirit of goodwill and of loyalty to the communal interest of the concern is as good to-day as in the most prosperous times.

Thus the co-partnership system has educated the men who have come within its influence to a loftier conception of their duty to their fellows and to the State. This great company has given upwards of 3,000 of its employees to the service of the country during the war. Many of these men, on military service in the various theatres of war, have told their soldier comrades of this co-partnership scheme, and extolled its merits to others, and the company have as a consequence received applications from soldiers desirous of entering its service on demobilisation.

Some workmen, with the spirit of adventure upon them, have realised their holdings in the company, and gone away to Australia, Canada, and elsewhere, to establish businesses of their own, and in many instances have done so on the basis of co-partnership. Thus the beneficial influence of the South Metropolitan scheme has been spread across the seas to the daughter lands by sons who have received their education in its principles.

The operation of Sir George Livesey's scheme has developed character; it has enlarged outlook, it has given the workman a sense of personal respect; it has made him a co-partner in the profits of industry; it has impressed him with some of the difficulties of management and of control which are the inseparable burdens of great commercial undertakings. Along with all this it has broadened his sense of public duty and of national patriotism. These are great achievements, and they are achievements possible in many other great industries, and equally pregnant with the promise of a new and better spirit in the relations between Capital and Labour.—Daily Telegraph Labour Correspondent.

THE ALLIED WATCH ON THE RHINE.

UNITS OF BRITISH ARMY OF OCCUPATION.

By direction of the Secretary for War, the War Office announces that the cavalry regiments and infantry battalions comprised in the Army of the Rhine are as follows:

CAVALRY (ONE DIVISION).
4th, 5th and 6th Dragoon Guards, 1st and 2nd Dragoons, 3rd, 4th, 10th and 15th Hussars, 9th, 12th and 17th Lancers.

Infantry.—1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

Highland Division.—51st, 1/4th and 1/5th Gordons, 1/6th and 3rd Black Watch, 5th Camerons, 1/5th and 10th A. and S. 1/4th and 9th Seaforths.

Lowland Division.—51st, 15th and 16th H.L.I. 1/8th and 9th S. Rifles, 5/6th and 11th R. Scots, 1/4th R. Scots Fus., 1/5th and 6th K.O.S.B.

Lancashire Division.—51st, 52nd and 13th Liverpool, 15th and 18th Lancs. Fusiliers, 51st, 52nd and 53rd Manchester, 1/5th Border Regt., 12th Royal North Lancs.

Western Division.—1/4th, 1/7th and 9th Cheshire, 51st, 52nd and 53rd St. Wales, 51st, 52nd, 53rd and 1/5th Welsh Regiment.

Northern Division.—51st, 52nd and 33rd Northumberland Fusiliers, 1/5th and 1/6th W. Yorks, 1/4th York and Lancaster, 51st, 52nd, 30th and 1/9th Durham L.I.

Midland Division.—5th and 2/4th K.O.Y.L.I., 3/4th West Riding, 51st, 52nd and 33rd Norths and Derby, 51st and 32nd Leicesters, 1/5th S. Staffs, 11th Leicestershire.

Southern Division.—51st, 52nd and 33rd Warwick, 51st, 52nd and 1/5th Devonshire, 51st, 2/4th and 15th Hampshire, 5th Gloucester.

Eastern Division.—51st, 52nd and 33rd Bedfordshire, 51st, 52nd Royal Sussex, 5th and 10th Royal West Kent, 4th Royal Sussex, 4th Suffolk.

London Division.—17th, 23rd and 96th Royal Fusiliers, 1/7th and 23rd Middlesex, 9th E. Surrey, 2/4th, 10th and 11th R. W. Surrey, 19th Middlesex.

Light Division.—51st, 52nd and 33rd Rifle Brigade, 6th and 9th London (K.R.R.C.), 12th R. Irish Rifles, 6th Bn. R. Irish Regt., 13th, 18th and 20th K.R.R.C.

OTHER ARMS.
Cyclists.—5 Bns.
Artillery.—R.H.A. (3 Batt. and Amm. Col.), 1; R.F.A. (3 18-pdr. Batts. and 14.5 in. How. Batt.), 30; R.G.A. Medium Trench Mortar Batts., 30; 80-pdr. Batteries, 20; 6-in. How. Batts., 38; 8-in. How. Batteries, 3; 9.2 in. How. Batt., 1; 6-in. Gun Batt., 1; Super. Heavy Batteries, 10; A.A. Artillery Batteries (5 Secs. of 12-pdr. 8wt. guns each).

Engineers.—Field Squadron, 1; Field Coy., 3; A.T. Companies, 15; F.S. Battalion, 1; A.A. Searchlight Section, 20.

Tanks.—One group of two brigades of six battalions.
Infantry Line.—Pioneer Bns., 18; L.T.M. Batteries, 30.

Machine Gun Corps.—Machine Gun Battalions, 15; Machine Gun Squads, 3.

R. Army Service Corps.—Divisional Trains, 10; Cav. Div. Aux. (H) Coy., 1; Army Troops M.T. Coy., 1; Divisional M.T. Coy., 10; Army Hy. Artillery M.T. Coy., 1; Army Bdr. R.F.A. Park Sections, 10; Heavy Battery Park Sections, 20.

Bakeries, 4; Field Butcheries, 4.

Labour.—Labour companies, 10; area employment companies, 4; divisional employment companies, 11; H.Q. employment companies, 7.

Medical.—Cavalry field ambulances, 3; field ambulances, 30; sanitary sections, 11; M.A. convoys, 6; casualty clearing stations, 10.

Hospitals (Stationary) (400 beds), 5; Hospitals (General) (1,040 beds), 10; Sanitary Squads, 8.

Royal Air Force.—Squadrons, 32 and 1 light; Balloon Wing H.Q., 1; Balloon Coy., H.Q., 3; Balloon Sections, 12; Airfield Parks, 3; Reserve Lorry Parks, 9.

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GEN. SMUTS' MISSION TO HUNGARY.

STRANGE RESULTS.
[FROM A. ARMEAD-BARTLETT.]

VIENNA.

The immediate result of General Smuts' mission and its effect on Hungary is disclosed in the Soviet-controlled Hungarian Press, which cannot refrain from expressing joy at the honour shown to Bolshevism by the arrival of so distinguished a visitor. For the time being it must frankly be admitted that the honours in the verbal combat rest with the Bolsheviks, as they have succeeded in making the country believe that they have been engaged in active negotiations with the *Entente*, which they recognize as the Soviet Government, without accepting the term which the general proposed. General Smuts' demands were nothing more than the formal recognition of the Delobit Note by Hungary, with a promise that the line of demarcation would not necessarily be the future political frontiers of the country. In return General Smuts offered to propose to the Conference the raising of the blockade and an invitation of the Hungarian delegates to the Conference before the final frontiers should be decided.

The Soviet Government, instead of immediately accepting these generous terms, which took no heed of the seizure of English ships and French troops, and other insults to the Allies, insolently replied with counter-proposals whose sole object was to secure freedom to enforce their pernicious propaganda on all the adjacent countries.

It is authoritatively stated that on the morning of Saturday, April 5th, Bela Kun had accepted the new line of demarcation proposed by General Smuts and the conditions of occupation, but that, at a later conference on the afternoon of April 5th, he informed the general that this acceptance would mean the fall of the Government. It now appears that Bela Kun conferred with Lenin by wireless, and he subsequently rejected the proposals on the latter's advice. Lenin's object was probably to prevent the Rumanian troops from being released from their operations in Bessarabia. The Soviet Government received a severe blow when General Smuts, wisely seeing that his time would be wasted, steamed out of Budapest at eight o'clock on Saturday night, as they had hoped to prolong the negotiations, which would have been so useful for propaganda purposes, for several days.

FREE TRADE IN BOLSHEVISM.

If the negotiations have served no other purpose they should at least have convinced the Conference in Paris of the true character of the Soviet Government in Hungary. The latter have now thrown out all disguise, and in reply to General Smuts, have laid bare their full programme, which is freedom to export and import, and the sequence of events. The *Peter Lloyd*, the principal Government organ, in an editorial, frankly admits that a military occupation was expected, and cannot refrain from expressing its delight that the danger has now passed. It regards the proposed conference as an excellent means of spreading propaganda. Thus this negligible game, once on, and day by day the inaction of the Supreme Council at Paris becomes more difficult to understand. There are none more astonished than the Austrians and Hungarians. The *Entente*, by its error in sending General Smuts on this mission, has put a premium on Bolshevism throughout the world. The *Entente* wins and fixes the Armistice terms. These are not carried out either by Hungary or our Allies. Hungary becomes a Republic, and expects sympathetic treatment from the comity of world democracies. No notice is taken of her budding aspirations, she is neglected and left to her own resources. The only nation is that of a French colonel and an English captain. This is thought good enough to deal with a nation of twenty millions of people, who have inhabited the same territory for twelve centuries. The Social-Democratic Government of Count Karolyi receives no recognition from the *Entente*, and thus gradually dissolves into the hands of the extremists. Then, without the occupation of the capital, fresh armistice demands are made, without, apparently, any means to enforce them. National feeling is at once aroused, and Karolyi, rather than accept, resigns, thus giving an opportunity to the waiting Bolsheviks to seize the reins of power. Then the *Entente*, thoroughly frightened, sends out General Smuts, not to dictate, but to promise concessions, if only the Soviet Government will be kind enough to accept the Delobit Note for the time being, pending further talks in Paris. The Soviet Government expected force, and, to their amazement, have found reason. The only satisfaction to be got out of this miserable business is the fact that the Soviet Government are now so confident that they have laid all their cards on the table and thrown off all disguise, no longer having the least fear of the *Entente*.

WANDERING MISSION.

Another astounding factor is the manner in which the most critical events in the world are handled by the Conference. The curse of the world at the present time are these flying missions in special trains. The whole of Austria-Hungary is swarming with missions, having no connection with one another, and all reporting to different departments. The members do not even communicate when they meet, not having been properly introduced. The *Entente* keeps Colonel Vix's mission for four months in Hungary; it is insulted, molested, and leaves. Then comes Smuts' mission. Now, either Vix's mission must be all fools or else they must have learnt something more about the true situation in four months than Smuts' mission can learn in two days. Therefore, if a higher opinion were wanted, one would have thought that the first and most important thing would be for the Smuts mission to meet the Vix mission and to pick their brains for the time before going on to confirm their opinions by a personal visit. Not a bit of it. The Smuts mission never sees a single member of

(Continued at foot of next column.)

WAR SHIFTS IN GERMANY.

LIFE OF MAKE-BELIEVE.

[BY H. J. GREENWALL.]

BERLIN, March 30th.

Why German aeroplane wings crumpled up and machines came tumbling out of the clouds, why people fainted in the streets owing to lack of nutrition—one reason why Germany was beaten—I learned in an interview with Professor Wiedenfeld, chief of Germany's ersatz [substitutes] service.

Professor Wiedenfeld said that when the blockade first began to make itself felt the Germans had to begin to use substitutes in small quantities for important articles such as ferro-manganese. A manufactured substitute called speigel iron was ersatz for this commodity. Then began the lack of copper—Germany only produced 10 per cent. of her needs.

Iron and steel became the national worry a little later, and they had to be replaced by zinc and aluminium. The latter was manufactured before the war from clay imported from France. Chemical experts were also called on to produce a substitute for aluminium, but unsuccessfully. Rubber was the next perplexity, and the famous synthetic rubber was manufactured. The professor declared that it is better than the real article. Rubber was badly needed for storage battery cases in submarines, and the Germans made synthetic rubber from chemically treated wood.

NO NICKEL.

When there was no more nickel, ersatz aluminium had to be made in its place. Nickel steel was replaced by manganese steel. Then the question of sulphur—formerly imported from Chili—began to worry the munitions manufacturers, and again the professor's staff of expert chemists were called into action, and ersatz sulphur was manufactured from air.

Textile experts were called in to operate on wood and sawn. The first ersatz textiles were made from paper—wood was changed into paper, then the paper into thread, and lastly the thread into material. Paper thread, the professor said, made a good substitute for jute, but now wood pulp was made direct into thread, which was woven into undergarments. It is fairly good for the purpose, but workmen are unable to work in damp rooms when wearing ersatz underclothing. The garments thus made can be washed if warm water be employed.

UNDERCLOTHING. Ersatz underclothing has been worn by the professor's servants for more than two years, while the same material has been used for technical purposes as well for household use, such as curtains, tablecloths, and the like. Real curtains had to be given up to the State and paper materials were granted in exchange. The curtains were torn up and re-woven into more useful articles.

Pine cones and rushes were also used by the textile manufacturers, and nettles were found to be excellent because they produced material as soft as wool. The people were ordered to grow nettles, but when food began to fall short the ground was required for growing food-stuffs. Nevertheless, for more than two years the Germans grew both their food and clothes.

When the suffering became more acute even artificial wool was torn up and re-woven. Soldiers' uniforms and overcoats during the last two years of the war only contained two and a half pounds of real wool, and the rest of the material was a substitute.

Leather was the most difficult article to replace. The Germans tried to produce substitutes from paper and wood, but the resultant products were not quite successful, and at the same time very expensive.

APPLE-PEEL TEA.

Food for cattle was made from wood and straw ground to powder and pressed into cakes. Sheep and oxen lost weight rapidly on this diet, and there was no nourishment in their meat. Tea was made from apple peelings and the leaves of trees; tobacco was obtained from chestnut and oak leaves. The tobacco was first (ersatz) coming to the coffee, which was manufactured from acorns. Cigars had to contain 5 per cent. of real tobacco, otherwise they were not allowed to be called cigars.

I have only touched on a few of the infinite quantities of substitutes made and used by the Germans. For four months I have been living on ersatz foodstuffs, and the effects of it are ghastly. Restaurant desserts look appetizing enough, but they nearly all have their foundation in coal-tar. Germany tried to fight nature and the Allies, but it never pays to combat nature.

The Vix mission, who are in a different part of the country. I am not blaming the Smuts mission; it is the pernicious system which has killed *Entente* influence in these parts. It is the set etiquette of diplomacy, as it emanates from the Conference of Paris, that no mission containing a higher official must ever associate with one containing a lower, no matter how long the latter has been in the country studying affairs.

What is needed at the present time is a society for the promotion of co-operation and co-ordination between wandering missions stranded in foreign lands. Could the military strength represented in them alone be combined there would be sufficient excellent troops to put down Bolshevism in Hungary. As it is, after France, England, and the United States and the Allies have lost countless millions of lives in the war, we are now to lose the fruits of all this sacrifice because responsible statesmen are not prepared to send a division or even a brigade to Budapest.—Daily Telegraph.

INDUSTRIAL COUNCIL.

EPOCH-MAKING DECISION.

[FROM "THE DAILY TELEGRAPH'S" LABOUR CORRESPONDENT.]

The unanimous approval by a representative conference of employers' associations and trade unions of the idea of a National Industrial Council is an epoch-making decision. It is, in effect, a proposal—

To establish an Industrial Parliament to discuss all questions of difficulty and dispute which may arise in the future between employers and employees.

Mutually to agree to a minimum rate of wage in all industries.

To fix the standard working hours and the conditions of service, and

To act as the expert advisory body to the Government of the day in all proposals for legislation affecting industry.

It is obvious that a representative council formed on these lines may serve an exceedingly useful purpose as a court of reference for the consideration of industrial disputes, for the removal of real or fancied grievances, and for a fuller understanding of the economic position of trade, and an appreciation of the financial and technical aspects of the labour industrial council, when it is brought into being, can accomplish even the modest programme outlined it will have justified itself.

It should, indeed, be a court of arbitration exercising powers of judicial authority in labour matters. That, however, is not within the range of immediate possibility. If an employer is unable to find a profit-making market for his production, he is not in a position to compel him to continue his business. If an individual workman, or the general body of workmen, dissatisfied with an award, decide to cease work, there is no power in an industrial council, or even in the State, to compel them to do otherwise. That may come when we have reached that new social order dreamed of by Mr. Arthur Henderson and Mr. G. H. D. Cole in their report, when "every person engaged in industry is the servant, not of any particular class or person, but of the community as a whole." When, if ever, that day is reached there will have to be some disciplinary power possessed by the State to enforce the discipline of the law of the land, and to bring the influence of the public to bear upon industrial disputants mutually to settle their differences, there is a severe limitation to its usefulness.

GOVERNMENT ACTION.

As the decision to form a National Industrial Council has been reached by representatives of employers' associations and trade unions upon the invitation of the Government, it may be taken that there will be immediate action to give statutory power to this proposed new advisory body. The Government, having gone so far, must get Parliamentary approval and sanction of the proposals made to them by representatives of the two parties concerned in industry. There are already a number of these and others as consumers. For the moment this aspect is overlooked altogether in the presence of the fears caused by industrial unrest, but in the long run it is largely the determining factor in the permanent solution of the problem.

The Provisional Committee of representatives of employers and employees have drafted an industrial charter, the realization of which, it must be admitted, will do much to improve the status and give more leisure to workers. Some of the proposals are quite good; some are open to serious question. The chief defect is the tendency, which has become so apparent during the war period, of weakening the sense of responsibility upon which our prosperity as a country and an Empire was built, and still further to extend the tendency of leaning upon the State as a crutch for industry. Therein lies the danger of this proposed new council. What the country needs is a strong, steady determination to face the stern realities of one's life in trade development and production which would secure our future commercial position in the markets of the world. Instead of this, our manufacturers are asked to look to the State for "development of new industries," and our workers to look for more adequate maintenance during unemployment, and the extension of maintenance to under employment. But what about the future position of both employers and workers in their own capacity of consumers? These State doles have got to be paid for sooner or later, either by increased taxation or by the expropriation of individual wealth. It will be impossible to continue for ever the facile path of borrowing to meet these obligations. There is an unpleasant end for the nation as a spendthrift, as there is for the individual.

Let us see exactly where these proposals take us, and what will be their permanent effect upon the economic position of industry and the State. Sir Allan Smith said: "We have found a solution." And Mr. Arthur Henderson declared that the trade union representatives were presented with a magnificent opportunity. It may be hoped that these high expectations will be realized. The universal adoption of an eight-hour working day would undoubtedly give to many thousands of workers a more ample leisure, a leisure which, if rightly used, should give us a happier, healthier race, with larger interests, and a more intelligent outlook upon life and its duties. But one of the first essentials will be to find a proper use for this leisure time. The law, spurred by ambition, with a definite goal before them, will make it the stepping-stone to fuller achievement of their life's purposes; the others may waste its opportunities to their own disadvantage.

MINIMUM WAGE DANGERS.

The establishment of minimum time rates of wages in industrial employment means but little. All it really is is this—that the number of hours worked will be paid at not less than a fixed minimum rate that in itself is of very little value. The minimum wage may be sufficient with

(Continued at foot of next column.)

INCOME-TAX ASSESSMENT.

THE MARRIAGE PENALTY.

Representatives of all parties in the House of Commons and of various women's associations were received by the Chancellor of the Exchequer at the House of Commons, on April 10th, on the subject of the assessment for taxation of the incomes of married women.

Mr. G. Locker-Lampson, M.P., contended that the present system of assessment income-tax negated the Married Women's Property Act, and that it discouraged marriage. The intolerable anomaly that it was cheaper for a man to live with a woman who was not his wife than with a woman who was his wife was sufficient condemnation of the present system.

Mrs. Ayres Purdie urged that the simplest way to deal with the matter was to make woman a taxable entity. She had been in business since 1907, and had not been asked for income tax, except on one occasion, when the tax was based on an income of £3,000. She had been very proud to think that anyone should have thought that she was capable of earning as much as a Prime Minister. (Laughter.) Something should be done to prevent the tax being a bar to marriage.

Mr. Chamberlain remarked that there was clearly a point of income at which nobody would be debarré.

Mrs. Ayres Purdie added that she knew of a case in which a politician, who might have hundreds a year, and a lady with a considerable income refused to marry on that account.

Mr. Chamberlain said he would have thought that the bar would act only in cases of very small incomes. The social objection would outweigh anything, except in the case of people who had no regard for the marriage laws.

Replying to the deputation Mr. Chamberlain said they would have spoken with perhaps less confidence of the simplicity of the proposals which they had made if they had the responsibility of translating them into facts. Whatever this question was, it was not a sex question. In spite of his history on the suffrage question, he was not trying to whistle away the rights which the Married Women's Property Act gave to women, or to set up a differentiation between women and men. Whether the law was right or wrong, it was not a question of injustice to women as compared with men. It was a question of injustice between married people and unmarried people, whether the latter were men or women. He certainly agreed that marriage was a bond to be encouraged. The sex basis was not a reasonable one, and it was not the principal one. The question was whether married people were taxed fairly compared with other people. That went to the root of the whole of our income-tax system. The Government had, as far as they possibly could, to propose taxation which they had to look not at one tax but at all taxes. Super-tax was really at all taxes further graduated. If we taxed individuals, the effect on the revenue would be tremendous. It would not be confined to cases where the husband and the wife were earning separately. It might mean an additional shilling on the income-tax to carry the change out. In any relief of the nature proposed the bulk would go to the richest people, not to the people who hesitated to marry because of the income-tax. The country desired that assessment should be made on husbands and wives separately that could be worked as well as the present system, but in the bulk of the cases it was most convenient that one alone should deal with these matters. This question could not be treated successfully by little concessions, such as doubling the allowance in respect of a wife. It could only be settled after full and careful inquiry, and they should have patience until the Royal Commission had submitted their report.

a full week's earnings to maintain a reasonable standard of living. But how the employment is intermittent, if there is work only for two, three, or four days a week? What is the position of the worker under those circumstances? Will there not be industrial unrest? The essential condition necessary to contentment on the part of the workers is some measure of confidence and regularity of employment and security of earnings. I believe an approach to settled conditions of this kind would do more to promote goodwill between employers and workers than anything else that the wit of man could devise. The inherent weakness of the minimum wage, when its value to the worker depends upon regular employment, was apparently realized by the committee in the proposal that unemployment insurance should be extended to under-employment. I should say that this was a provision which the employers' representatives were the first to suggest. It would give to an industry a large dependent class of workers who were ever waiting to meet the demand of trade boom and were a general charge upon the industry in time of falling trade. I think we are more likely to reach the real effective remedy by more closely following the lines of Canadian industry. There, if a workman fails to find employment in his own particular trade, he takes the first available job which offers to bridge him over the period of unemployment. The evils of unemployment insurance are becoming painfully and expensively visible under the scheme put into operation as a temporary expedient to cover the period of the swing over from war to peace production. I have only briefly outlined one or two things in this proposed new Industrial Charter to show that it is not a remedy for the more deep-seated causes of industrial unrest. It is at most a palliative, and its first and chief purpose is to bring representatives of employers and workers together in friendly intercourse, and to assist them by mutual co-operation to remove causes of grievance and to smooth the way to industrial peace. If it succeeds in doing this, it will fill a valuable place in our industrial system.

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SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	June 3rd.	June 6th, 3 p.m.

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PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

TO	FROM	DATE	TIME
TIENSIN via WEIHAIWEI	"CHIPSUNG"	Wed.	4th June, 8 p.m.
HAIPHONG via HOIKOW	"LOKSANG"	Wed.	4th June, 8 a.m.
SEAFAST & CALCUTTA	"FOONGSANG"	Thurs.	5th June, 3 p.m.
SHANGHAI via SWATOW	"KWONGSANG"	Thurs.	5th June, 8 p.m.
SHANGHAI	"CHOYSANG"	Fri.	6th June, 8 p.m.
MANILA	"TUENSANG"	Fri.	6th June, 3 p.m.
SINGAPORE	"CHUNYANG"	Sat.	7th June, 3 p.m.
KORE	"KWANGSANG"	Sat.	7th June, 5 p.m.
YOKOHAMA	"HONGSANG"	Sun.	8th June, 8 p.m.
YOKOHAMA	"HONGSANG"	Sun.	8th June, 8 p.m.
YOKOHAMA	"HONGSANG"	Sun.	8th June, 8 p.m.

CALCUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

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MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

YOKOHAMA LINE.—One sailing per month between Hongkong and Yokohama by a steamer having up-to-date accommodation for passengers.

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TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tiensin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS All European Passengers, leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description attached thereto.

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SHIPPING NEWS

ARRIVALS.

June 1st.
Amur Maru, Japanese str., 7,770 tons, Capt. Homada, from Shanghai, which port she left on May 29th, with a general cargo.—O.S.K.
Haidis, Norwegian str., 1,065 tons, Capt. Sveen, from Saigon, which port she left on May 29th, with a cargo of rice.—Thoresen & Co.
Lok Song, British str., 887 tons, Capt. Ritchie, from Haiphong, which port she left on May 30th, with a general cargo.—J. M. & Co.
Songma, French str., 243 tons, Capt. Bertin, from Haiphong, which port she left on May 31st, with a general cargo.—Lapique.
June 2nd.
Canada Maru, Japanese str., 3,547 tons, Capt. Memoto, from Shanghai, with a general cargo.—O.S.K.
Chofu Maru, Japanese str., 933 tons, Capt. Ikeda, from Canton, with ballast.—M.B.E.
Glenfalloch, British str., 1,429 tons, Capt. Mackenzie, from Singapore, which port she left on May 27th, with a general cargo.—B. & S.
Shinsei Maru, No. 3, Japanese str., 1,903 tons, Capt. Takase, from Canton, with ballast.—Sato.
Suiyang, British str., 1,904 tons, Capt. Gibbs, from Shanghai and Amoy, with a general cargo.—B. & S.
Tziliwang, Dutch str., 3,061 tons, Capt. Le Lange, from Yokohama and Muke, with a general cargo.—T.C.L.
Tomahina Maru, Japanese str., 888 tons, Capt. Oikawa, from Wuhu, which port she left on May 7th, with a cargo of rice.—M.B.K.
Yue Ying Wai, Chinese str., 516 tons, Capt. Anderson, from Haiphong and Hoiphov, with a general cargo.

CLEARANCES.

May 31st.
Chingchow, for Wuhu.
Chip Shing, for Canton.
Chongra, for Haiphong.
Chuan Maru, for Singapore.
Dainichi Maru, for Hongkong.
Derwent, for Saigon.
Hanoi, for Haiphong.
Hong Maru, for Singapore.
Kango, for Haiphong.
Katsunaru Maru, for Samboanga.
Koyo Maru, for Keelung.
Kunyang, for Tientsin.
Perry Maru, for Haiphong.
Pezou Maru, for Batavia.
Shunshing, for Kwong Chow Wan.
Siam, for Shanghai.
Suvarikaria, for San Francisco.
Sui Sang, for Saigon.
Tientsin, for Canton.
Tuyen Maru, for Takao.
Wing Sang, for Shanghai.
June 1st.
Kiyo Maru, for Swatow.
Sosho Maru, for Canton.
June 2nd.
Chofu Maru, for Hongkong.
Chuen On, for Haiphong.
Choy Sang, for Canton.
Glenfalloch, for Singapore.
Hoi Kung, for Singapore.
Horn shell, for Baile Papau.
Liang Chow, for Bangkok.
Pin Samud, for Bangkok.
Shinsei Maru, No. 5, for Takao.
Shinten Maru, for Kobe.
Singam, for Canton.
Suiyang, for Canton.
Taming, for Manila.
Tziliwang, for Batavia.
Tomahina Maru, for Canton.
Toyo Maru, No. 1, for Bangkok.
Yungchin, for Shanghai.

SHIPPING MOVEMENTS.

The N.Y.K. s.s. *Tenishi Maru* left Singapore for this port on May 31st and is expected here on June 7th.
 The s.s. *Chuan* left Singapore for this port on May 31st and is due here on June 6th.
 The s.s. *Shingo Maru* arrived at Yokohama on June 1st and will sail on June 4th for Honolulu and San Francisco.
 The N.Y.K. *Toyo Maru* No. 2, left Bombay for this port via Singapore on May 29th and is expected here on June 18th.

WEATHER REPORT.

June 2nd, at 12.17.—No returns from Japan and Vladivostok. Pressure has decreased slightly to moderately at all stations reporting. It is probably highest over Japan, and is relatively low over the south part of the China Sea.

Hongkong rainfall, for the 24 hours ending at 10 a.m. to-day, 0.30 inch. Total since January 1st, 15.39 inches, against an average of 24.33 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

District. **Forecast.**
 Hongkong to Gasp Rock — [S.E. wind, moderate; fair.
 Formosa Channel — [The same as No. 1.
 South Coast of China between [The same as Hongkong and Loochoo. No. 1.
 South Coast of China between [The same as Hongkong and Hainan. No. 1.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 2nd				
Day	at 4 p.m.	at 8 a.m.	at 12 m.	at 4 p.m.
Barometer	29.82	29.79	29.75	29.75
Temperature	80	78	84	84
Humidity	89	95	80	80
Wind Direction	ENE	1st	East	East
Force	8	2	4	4
Weather	8	2	4	4
State	0.14			

Highest open-air temperature on 1st—81.
 Lowest open-air temperature on 2nd—76.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's Office. 2. From Harbour Master's Office to Black Point. 3. From Black Point to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	TYPE	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
MARSEILLES via HONGKONG, SAIGON, SPAIN, LONDON via SINGAPORE, PENANG & Ceylon.	NEHA	From str.	3 h.	Okano	Messageries Maritimes	About 17th July.
LONDON	YOKOHAMA MARU	Jap. str.	3 m.	Okano	NIPPON YUSEN KAISHA	On 13th inst., at Noon.
NEW YORK	AMUR MARU	Jap. str.	3 m.	Okano	OKADA SHOSUN KAISHA	To-morrow.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	EVERETT	Brit. str.	3 m.	Yardley	EVERETT & STEVENSON	On 8th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	VERMONT	Am. str.	3 m.	M. Kondo	PACIFIC MAIL S.S. CO.	On 18th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	CHINA	Am. str.	3 m.	M. Kondo	TOTO KISEN KAISHA	On 18th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	WESTERN KNIGHT	Am. str.	3 m.	M. Kondo	THE AMERICAN LINE	On 2nd July.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	CANADA MARU	Jap. str.	3 m.	M. Kondo	OKADA SHOSUN KAISHA	About 1st Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	TOKYO MARU	Jap. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 7th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	EXPRESS OF ASIA	Brit. str.	3 m.	M. Kondo	CANADIAN PACIFIC O.S. CO.	On 22nd inst., at 11 a.m.
AUSTRALIAN PORTS via MANILA	TASCO MARU	Jap. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 18th inst.
SUENOS AIRES, RIO DE JANEIRO, &c.	HAWAII MARU	Jap. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 25th inst., at 11 a.m.
VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO	KITO MARU	Jap. str.	3 m.	M. Kondo	OKADA SHOSUN KAISHA	On 18th inst.
NAGASAKI, KOBE & YOKOHAMA	KITTO MARU	Jap. str.	3 m.	M. Kondo	TOTO KISEN KAISHA	On 18th July.
TIENTSIN	CHINA	Am. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 21st inst., at 11 a.m.
SHANGHAI	SUTANG	Brit. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	To-morrow, at 11 a.m.
SHANGHAI	CHOWANG	Brit. str.	3 m.	M. Kondo	BUTTERFIELD & SWIRE	On 5th inst., at Noon.
SHANGHAI	CHENAN	Brit. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	On 5th inst., at 11 a.m.
SHANGHAI	MARINA MARU	Jap. str.	3 m.	M. Kondo	BUTTERFIELD & SWIRE	On 8th inst., at 11 a.m.
SHANGHAI	SUNING	Brit. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 8th inst., at 11 a.m.
SHANGHAI	NEHA	From str.	3 h.	M. Kondo	BUTTERFIELD & SWIRE	On 15th inst., at Noon.
TAKAO via SWATOW & AMOY	SOSHO MARU	Jap. str.	3 m.	M. Kondo	OKADA SHOSUN KAISHA	About 17th inst.
HAIPHONG	LOHANG	Brit. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	On 5th inst., at 8 a.m.
SWATOW & HANGKOW	LIANGCHOW	Brit. str.	3 m.	M. Kondo	BUTTERFIELD & SWIRE	To-day, at 11 a.m.
SWATOW, AMOY & FOOCHEW	QUENTARO	Brit. str.	3 m.	M. Kondo	DOUGLAS, LAURENCE & CO.	To-day, at 10 a.m.
SINGAPORE, PENANG & BELLEVILLE-DELI	YAN WANGWICK	Dut. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	8th inst., at 3 p.m.
STRAITS & CALCUTTA	FOOKANG	Dut. str.	3 m.	M. Kondo	JAVA-CHINA JAPAN LINE	On 17th inst.
SANDAKAN	HIMANG	Dut. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	On 8th inst., at 3 p.m.
BOMBAY via SINGAPORE, MALACCA & COLOMBO	KOSUKU MARU	Jap. str.	3 m.	M. Kondo	JARDINE, MATHESON & CO., LTD.	On 11th inst., at Noon.
BOMBAY via STRAITS & COLOMBO	DUNERA	Brit. str.	3 m.	M. Kondo	NIPPON YUSEN KAISHA	On 14th inst.
JAVA	TZILIWANG	Dut. str.	3 m.	M. Kondo	E. & O. B. L. & A. L.	About 8th July.
				Lange	JAVA-CHINA JAPAN LINE	To-day.



PACIFIC SERVICE.
SAILINGS FROM HONGKONG TO VANCOUVER
 via Shanghai, Nagasaki (or Moji) Kobe and Yokohama.

Steamer	Leave Hongkong	Arrive Vancouver
"EMPRESS OF ASIA"	15th June	30th June
"EMPRESS OF JAPAN"	25th June	16th July
"EMPRESS OF RUSSIA"	10th July	25th July
"MONTREAL"	22nd July	16th August
"EMPRESS OF ASIA"	7th August	25th August
"EMPRESS OF JAPAN"	20th August	10th September
"EMPRESS OF RUSSIA"	4th September	22nd September
"MONTREAL"	27th September	22nd October
"EMPRESS OF ASIA"	2nd October	20th October
"EMPRESS OF JAPAN"	15th October	5th November
"EMPRESS OF RUSSIA"	30th October	17th November

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FOR BOMBAY VIA STRAITS & COLOMBO.			
"DUNERA"	8th July	Due Bombay about	25th July
FOR CALCUTTA VIA STRAITS & RANGOON.			
"ARRATOON APCAR"	14th June	Due Calcutta	8th July
FOR SHANGHAI MOJI KOBE, etc.			
"JAPAN"	19th June	SHANGHAI & KOBE	
"DUNERA"	24th June	SHANGHAI Only.	

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SHANGHAI	TIE-TEIN	On 3rd June, 4 P.M.
PARHOL and HAIPHONG	KAIPOH	On 4th June, 10 A.M.
BOHOW and BANGKOK	LUCHOW	On 4th June, 10 A.M.
SWATOW and SINGAPORE	KANCHOW	On 5th June, 11 A.M.
SHANGHAI	SUIYANG	On 5th June, Noon.
SHANGHAI and TSINGTAO	CHENAN	On 5th June, 11 A.M.
SHANGHAI	WEAN	On 10th June, Noon.
SHANGHAI	SUNNING	On 11th June, Noon.

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"HAIYAN"	Capt. A. H. Stewart	FRIDAY	6th June, at 1 P.M.
"HAIHONG"	Capt. J. W. Evans	TUESDAY	10th June, at 1 P.M.

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THE SUNSHINE BELT.

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SS. "VENEZUELA"	June 10th, 1912.
SS. "EUADOR"	July 1st, 1912.
SS. "COLOMBIA"	Aug. 12th, 1912.

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SAILINGS FOR MARSEILLES AND LONDON.

Steamer	Leave Hongkong about	Due at Marseilles about	Due at London about

FOR BOMBAY VIA STRAITS & COLOMBO.

Steamer	Leave Hongkong about	Due Bombay about
DUNERA	8th July	25th July

FOR CALCUTTA VIA STRAITS & RANGOON.

ARRATOON APCAR ... 14th June | 5th July

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

SS	Leave Hongkong about	SHANGHAI & KOBE
JAPAN	18th June	SHANGHAI Only.
DUNERA	24th June	

Tickets Interchangeable.

P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company.

1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

All Cabins are fitted with Electric Fans free of charge.

Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG.

N. Y. K. NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Keelung, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee and St. Paul Railways.

FUSHIMI MARU (calling Manila)	Sunday	22nd June, at 11 A.M.
KATORI MARU	Sunday	12th July, at 11 A.M.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez & Port Said.

YOKOHAMA MARU	Friday	13th June, at Noon.
TAMBA MARU	Friday	27th June, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGU MARU	Wednesday	25th June, at 11 A.M.
NIKKO MARU	Wednesday	22nd July, at 11 A.M.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

TOKIWA MARU	Sunday	15th June.
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BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Saturday	14th June.
SHINRYU MARU		end of June.

CALCUTTA & RANGOON via Singapore & Penang.

RANGOON MARU	Wednesday	25th June.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO-MARU	Saturday	21st June, at 11 A.M.
AKI MARU	Saturday	19th July, at 11 A.M.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU	Sunday	8th June, at 11 A.M.
SADO MARU	Tuesday	17th June, at 11 A.M.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, South American ports via Cape, etc.).

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 321 & 322.

E. YASUDA, Manager.

TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice.

Steamers	Tons	Leave Hongkong
PERSEA MARU	9,000	June 18th.
KORRA MARU	20,000	June 25th.
NIFFON MARU	11,000	July 7th.
TENYO MARU	22,000	July 20th.
SIBERIA MARU	20,000	July 29th.
SHINTO MARU	21,000	Aug. 13th.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU, SAN FRANCISCO (SAN PEDRO, SANTIAGO, BALBOA, CALLAO, ARICA AND IQUIQUE).

THROUGH BY TRANS-ANDRAN ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
KIYO MARU	17,500	July 15th.
ANYO MARU	18,500	Sept. 10th.
SHIYO MARU	14,000	Nov. 4th.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN STEAMSHIP CO., Ltd. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge.

For full information as to rates, sailings, etc., apply to—

Telephone 274 and 275. T. DAIGO, Manager, King's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"NERA" ... 10,000	On or about 17th June.
	"ANDRE LEBON" ... 22,000	On or about 24th July.
	"PAUL LECAT" ... 22,000	On or about 16th Aug.

MARSEILLES via HAIPHONG, SAIGON, SINGAPORE, COLOMBO, INDIAN OCEAN, SUEZ, PORT SAID ... "NERA" ... 10,000 ... On or about 17th July.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

J. TOURNET,
Acting Agent,
Queen's Building,
Telephone 740.

O. S. K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" ... Wednesday, 4th June.
"ANDES MARU" ... Tuesday, 10th June.
* Call Marseilles.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

"SIAM MARU" ... Sunday, 15th June.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN and CAPE TOWN via SINGAPORE.

"HAWAII MARU" ... Saturday, 15th June.

BOMBAY COLOMBO—Regular fortnightly service via Singapore.

"SIAM MARU" ... Sunday, 15th June.

SAIGON BANGKOK, SINGAPORE—Regular Monthly service.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"CANADA MARU" ... Saturday, 7th June.

HAIPHONG—Three times a Month service.

"DAITOKU MARU" ... Wednesday, 4th June.

JAPAN PORTS—Mojji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY.

"BOSHU MARU" ... Thursday, 5th June, at 9 A.M.

For KEELUNG via SWATOW and AMOY.

For sailing dates and further particulars please apply to—

Y. YASUDA,
Manager,
No. 1, Queen's Building.

Tel. No. 744 and 745.

CHINA MAIL S.S. CO., LTD.

Freight and Passengers

"NANKING" (14,000 tons, American Registry) "CHINA" (10,500 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" Aug. 10th, 1912. "CHINA" July 2nd, 1912.

[An unsurpassed high-class passenger service.]

Prime's Buildings O. H. RITTER, Freight and Passenger Agent, Lee House Street, Tel. 1947

